
REPORT TO THE HEARING EXAMINER

HEARING DATE: April 7, 2015

Project Name: Renton Hampton Inn & Suites

Owner/Applicant: Faizel Kassam, Legacy Renton; 10700 NE 4th St, #3006; Bellevue, WA 98004

Contact: Scott Clark, Clark Design Group; 169 Western Ave W; Seattle, WA 98119

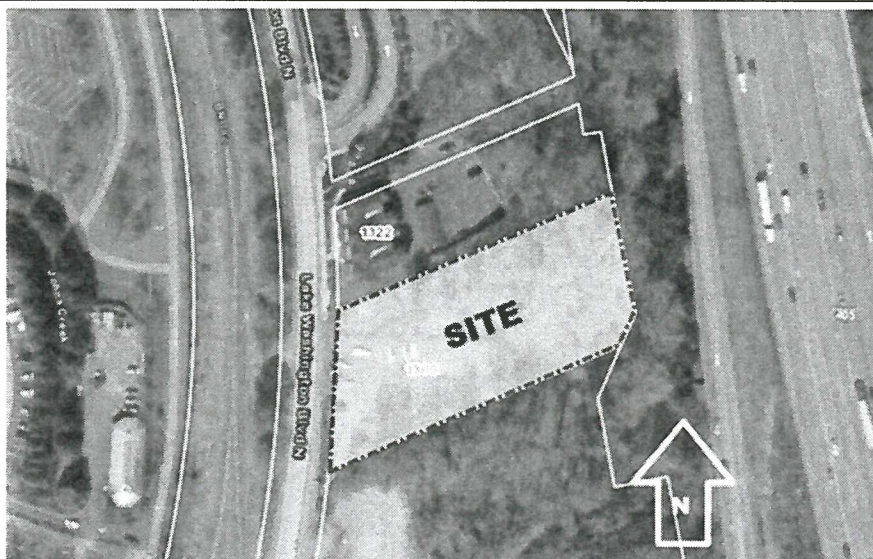
File Number: LUA14-000061, SA-M, SA-H, ECF, MOD, MOD, VA-A, VA-H

Project Manager: Rocale Timmons; Senior Planner

Project Summary: The applicant is requesting Master Site Plan Review, Site Plan Review, Environmental Review, a Parking Modification, Street Modification, Setback Variance and a Critical Area Variance in order to construct a 105 guest room hotel and structured parking area. The subject property is located on the east side of Lake Washington Blvd N just north of Houser Way N at 1300 Lake Washington Blvd N. The project site totals 55,000 square feet in area and is located within the Urban Center North - 2 (UC-N2) zone and Design District 'C'. The proposed hotel would be approximately 5 stories above grade in height. A total of 105 parking stalls would be primarily provided in a two-level below grade parking garage with two stalls provided at grade in a small surface parking area. Access is proposed via Lake Washington Blvd N. The site contains critical and sensitive slopes. Additionally, the site is located in an erosion hazard area and a moderate landslide hazard area. The applicant is requesting a Modification from RMC 4-4-080 in order to reduce the number of required parking stalls from 111 to 105 stalls. The applicant is requesting a Modification from RMC 4-6-060 in order to reduce the amount of right-of-way dedication from 11.5 feet to 2.5 feet along Lake Washington Blvd N. The applicant is also requesting a Variance in order to encroach into critical slopes on site (4,185 square feet). Another Variance is requested in order to increase the maximum front yard setback from 5-feet to 22 feet and 9-inches.

Project Location: 1300 Lake Washington Blvd N

Site Area: 1.26 acres



Project Location Map

B. EXHIBITS:

- Exhibit 1: ERC Report
- Exhibit 2: Site Plan
- Exhibit 3: Landscape Plan
- Exhibit 4: Renderings/ Design Package
- Exhibit 5: Tree Removal Plan
- Exhibit 6: Drainage Report (May 1, 2015)
- Exhibit 7: Geotechnical Report (December 18, 2014)
- Exhibit 8: Traffic Impact Analysis (dated June 4, 2014)
- Exhibit 9: Independent Peer Review – Transportation (August 5, 2014)
- Exhibit 10: Public Comment Letter: Christ
- Exhibit 11: Applicant Response to Christ Comment Letter
- Exhibit 12: Transportation Concurrency Memo
- Exhibit 13: SEPA Determination and Mitigation Measures (dated March 16, 2015)
- Exhibit 14: Parking Analysis (dated November, 2014)
- Exhibit 15: Elevations
- Exhibit 16: Request for Exception (dated January 16, 2014)
- Exhibit 17: Floorplans
- Exhibit 18: Hearing Examiner Staff Recommendation (dated April 7, 2015)

C. GENERAL INFORMATION:

- 1. **Owner(s) of Record:** Faizel Kassam
Legacy Renton
10700 NE 4th St, #3006
Bellevue, WA 98004
- 2. **Zoning Classification:** Urban Center North-2(UC-N2)
- 3. **Comprehensive Plan Land Use Designation:** Urban Center North (UC-N)
- 4. **Existing Site Use:** Espresso Stand
- 5. **Neighborhood Characteristics:**
 - a. **North:** *Mixed Use - Residential & Retail (UC-N2)*
 - b. **East:** *Interstate-405*
 - c. **South:** *Vacant/Pending PRE14-000284 (UC-N2)*
 - d. **West:** *Gene Coulon Park (R-1 zone)*
- 6. **Site Area:** 1.26 acres

D. HISTORICAL/BACKGROUND:

<u>Action</u>	<u>Land Use File No.</u>	<u>Ordinance No.</u>	<u>Date</u>
Comprehensive Plan HEX Report	N/A	5099	11/01/2004

Zoning	N/A	5100	11/01/2004
Annexation	N/A	1791	09/09/1959

E. PUBLIC SERVICES:**1. Existing Utilities**

- a. Water: Water service will be provided by the City of Renton. There is an existing water main in Lake Washington Blvd N.
- b. Sewer: Sewer service is provided by the City of Renton. There is an existing sewer main in Lake Washington Blvd N.
- c. Surface/Storm Water: There are partial storm drainage improvements in Lake Washington Blvd N.

2. Streets: There are partial street improvements along Lake Washington Blvd N.**3. Fire Protection:** City of Renton Fire Department**F. APPLICABLE SECTIONS OF THE RENTON MUNICIPAL CODE:****1. Chapter 2 Land Use Districts**

- a. Section 4-2-020: Purpose and Intent of Zoning Districts
- b. Section 4-2-070: Zoning Use Table
- c. Section 4-2-120: Commercial Development Standards

2. Chapter 3 Environmental Regulations

- a. Section 4-3-050: Critical Area Regulations
- b. Section 4-3-100: Urban Design Regulations

3. Chapter 4 Property Development Standards**4. Chapter 6 Streets and Utility Standards**

- a. Section 4-6-060: Street Standards

5. Chapter 9 Procedures and Review Criteria

- a. Section 4-9-200: Master Plan and Site Plan Review
- b. Section 4-9-250: Variances, Waivers, Modifications, and Alternates

6. Chapter 11 Definitions**G. APPLICABLE SECTIONS OF THE COMPREHENSIVE PLAN:**

1. Land Use Element
2. Community Design Element

H. FINDINGS OF FACT (FOF):

1. In January 2014 the applicant requested Master Site Plan Review, Site Plan Review, Environmental Review, an Exception through Modification, and a Variance in order to construct a 125 guest room hotel and a separate structured parking area with significant impacts to critical slopes on site.
2. The applicant revised the proposal and is now requesting Master Site Plan Review, Hearing Examiner Site Plan Review, Environmental (SEPA) Review, a Street Modification, Parking Modification, Setback

Variance, and a Critical Area Variance for the construction of a 5 story, 105 room hotel with two levels of below grade structured parking.

3. The total square footage of the building would be approximately 108,800 square feet (including parking garage square footage).
4. The Planning Division of the City of Renton accepted the above master application for review on January 17, 2014 and determined complete on January 29, 2014. The project was placed on hold on February 24, 2014 due to the need for additional information. A revised submittal was received on December 31, 2014 and taken off hold on January 7, 2015. Due to the need for additional information in order to process the revised application the project was placed on hold again on January 29, 2015 and taken off hold on February 23, 2015. The project complies with the 120-day review period.
5. The subject site is located west of Interstate-405 on the east side of Lake Washington Blvd N just north of Houser Way N at 1300 Lake Washington.
6. The majority of the site is currently undeveloped. However, there is a paved espresso stand drive-thru which exists on the site and is proposed for demolition.
7. Access to the site would be provided via one curb cut extended from Lake Washington Blvd N.
8. The property is located within the Urban Center North (UC-N) Comprehensive Plan land use designation.
9. The site is located within the Urban Center North-2 (UC-N2) zoning classification and within Design District 'C'.
10. There are approximately 42 trees located on site of which the applicant is proposing to retain a total of 34 trees.
11. The site is located within a High Erosion Hazard area and an unclassified Landslide Hazard Area. Moderate and protected slopes, which exceed a 40% grade, are also located on site. The steep slopes occupy most of the northeast portion of the site. The protected slopes make up an approximate 24,000 square foot area, representing 56% of the subject site. The applicant is requesting a Critical Area Variance, from RMC 4-3-100, in order to encroach into the protected critical slope by approximately 4,185 square feet (See FOF 23, Critical Area Variance Analysis).
12. Approximately 40,000 cubic yards of material would be cut on site and approximately 5,000 cubic yards of fill is proposed to be brought into the site. Following construction is anticipated the impervious cover would be approximately 44%.
13. The applicant is proposing to begin construction in summer of 2015 and end in late 2016.
14. Staff received a single public comment letter (Exhibit 10). To address public comments the following report contains analysis related to the transportation impacts and mitigation.
15. No other public or agency comments were received.
16. Pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended), on March 16, 2015 the Environmental Review Committee issued a Determination of Non-Significance - Mitigated (DNS-M) for the Renton Hampton Inn & Suites (Exhibit 13). The DNS-M included six mitigation measures. A 14-day appeal period commenced on March 20, 2015 and ended on April 3, 2015. No appeals of the threshold determination have been filed as of the date of this report.
17. Based on an analysis of probable impacts from the proposal, the Environmental Review Committee (ERC) issued the following mitigation measures with the Determination of Non-Significance – Mitigated:
 1. The applicant shall provide an updated Geotechnical Report from Earth Solutions Northwest (ESNW) including a reevaluation and specific recommendations to address groundwater conditions

related to excavation and permanent sub-slab drainage. The updated report shall be submitted to, and approved by the Plan Reviewer, prior to final engineering approval. The updated report may be subject to independent peer review at the discretion of the Plan Reviewer and at the expense of the applicant.

2. The applicant shall comply with all design recommendations included within the Geotechnical Report, prepared by Earth Solutions Northwest, as revised/updated and approved by the Plan Reviewer as part of the Engineering Permit approval.
3. The applicant shall contract with a Geotechnical engineer in order to verify that the earthwork, foundation and other recommendations have been properly interpreted and implemented in the design and engineering plan documents. Geotechnical monitoring services shall also be provided during construction covering inspections as recommended in the geotechnical report.
4. A prorated share of the traffic signal and roadway improvement costs (currently being constructed by SECO Development) shall be collected from the proposed project based upon the ratio of number of trips that will be added by the project to the number of future baseline trips at the Southport/Gene Coulon Park entrance/Lake Washington Blvd N Intersection. Should SECO establish a street and utility Latecomers Agreement these funds could be used to reimburse the cost of these roadway improvements in the amount established by such an agreement. The fee will be based on (new PM peak hour trips) / (total PM peak hour trips) x (cost of new signal and improvements). The fee shall be paid prior to final occupancy.
5. The applicant shall create a public outreach plan in coordination with City of Renton staff to communicate with road users, the general public, area residences and businesses, and appropriate public entities about project information; road conditions in the work zone area; and the safety and mobility effects of the work zone. The public outreach plan shall be submitted to, and approved by the Current Planning Project Manager prior to engineering permit approval.
6. The applicant shall provide a surety device, in an amount sufficient, to provide pedestrian improvements between the site and the Lake Washington Blvd at Gene Coulon Park entrance /Houser Way intersection. The surety device shall be provided to, and approved by, the Current Planning Project Manager prior to engineering permit approval and shall be held for two years from the date of receipt. If the pedestrian connection is constructed as part of the development of the abutting parcel to the south, the provided surety device will be released. If the pedestrian connection is not constructed prior to the termination of the two year period, the funds will be released to the City of Renton for the construction of the pedestrian connection.
18. Representatives from various city departments have reviewed the application materials to identify and address issues raised by the proposed development. These comments are contained in the official file, and the essence of the comments has been incorporated into the appropriate sections of this report and the Departmental Recommendation at the end of this report.
19. **Comprehensive Plan Compliance:** The site is designated Urban Center North (UC-N) on the City's Comprehensive Plan Map. The purpose of UC-N is to accommodate mixed-use projects high in design and construction quality, and offer landmark living, shopping, and working environments planned to take advantage of a regionally centralized location, efficient access, mass transit, potential passenger ferry connections, stellar views of lake and mountains, and restored natural environments along the Cedar River and Lake Washington shorelines. The proposal is compliant with the following development standards if all conditions of approval are met:

Compliance	Comprehensive Plan Analysis
✓	Objective LU-WW: If Boeing elects to surplus property in District Two, land uses should transition into an urban area characterized by high-quality development offering landmark living, shopping and work environments planned to take advantage of access

	and views to the adjacent river and lake shorelines.
✓	<p>Policy LU-234. Should The Boeing Company elect to surplus properties in District Two support the redevelopment with a range and variety of commercial, office, research, and residential uses.</p> <ol style="list-style-type: none"> 1) Support a mid- to high-rise scale and intensity of development. 2) Support retail and service activities as ancillary uses that are synergistic with commercial, office, biotech, research, technology, and residential activities. Traditional retail (Main Street), general business and professional services, and general offices are examples of the types of uses that are supported in combination with other activities. 3) Support urban scale residential development in District Two. North of N. 8th Street structured parking should be required. 4) Allow a limited range of service uses, such as churches, government offices and facilities, commercial parking garages, and day care centers through the conditional use process. 5) Allow eating and drinking establishments and cultural facilities as part of office or mixed-use development. 6) Prohibit new warehousing, storage including self-storage, vehicle sales, repair and display (including boats, cars, trucks and motorcycles), assembly and packaging operations, heavy and medium manufacturing and fabrication unrelated to production of new commercial airplanes. 7) Support development of public amenities such as public open space, schools, recreational and cultural facilities, and museums. 8) Allow commercial uses such as retail and services provided that they support the primary uses of the site and are architecturally and functionally integrated into the development.
✓	<p>Objective CD-L: New commercial and industrial buildings should be architecturally compatible with their surroundings in terms of their bulk and scale, exterior materials, and color when existing development is consistent with the adopted land use vision and Purpose Statements for each Commercial, Center Designation, and Employment Area in the Comprehensive Plan.</p>
✓	<p>Objective CD-M: Well designed landscaping provides aesthetic appeal and makes an important contribution to the health, safety, economy, and general welfare of the community. The City of Renton should adopt regulations that further the aesthetic goals of the City.</p>
✓	<p>Policy CD-36. Developments within Commercial and Centers land use designations should have a combination of internal and external site design features, such as:</p> <ol style="list-style-type: none"> 1) Public plazas; 2) Prominent architectural features; 3) Public access to natural features or views; 4) Distinctive focal features; 5) Indication of the function as a gateway, if appropriate;

	6) Structured parking; and
	7) Other features meeting the spirit and intent of the land use designation.

20. Zoning Development Standard Compliance: The site is classified Urban Center North-2 (UC-N2) on the City's Zoning Map. The purpose of UC-N2 is to accommodate new development in the zone which serves to create distinctive urban neighborhoods, mixed use employment centers, and significant public open space and amenities. The proposal is compliant with the following development standards if all conditions of approval are met:

Compliance	UC-N2 Zone Develop Standards and Analysis
✓	Use: Hotel uses are permitted within the UC-N2 zone as long as specified entertainment and sports uses are not within 1,000-feet of the centerline of Renton Municipal Airport runway. Buildings oriented to pedestrian streets must have ground-floor commercial uses within them.
N/A	Lot Dimensions: The minimum lot size is 25 acres. Minimum lot size can be amended through Site Development Plan Review RMC <u>4-9-200</u> . <i>Staff Comment:</i> The proposal does not include the creation of new lots and the existing parcel is legally non-conforming.
✓	Lot Coverage: The allowed lot coverage is 90% of total area or 100% if parking is provided within the building or within a parking garage. <i>Staff Comment:</i> The proposed building would have a footprint of 16,989 square feet on the 57,002 square foot site resulting in a building lot coverage of approximately 30 percent.
See FOF 24, Variance Analysis	Setbacks: The UC-N2 zoning classification does not contain minimum setbacks for buildings. There is a maximum front yard setback of 5 feet. <i>Staff Comment:</i> The proposed building would have a front yard setback of 22 feet and 9-inches from the front (Lake Washington Blvd N) property line which exceeds the maximum front yard setback. The applicant has requested a Variance in order to exceed the maximum setback. See FOF 24, Setback Variance Analysis.
Compliant if condition of approval is met	Landscaping: Per RMC 4-4-070 ten feet of on-site landscaping is required along all public street frontages, with the exception of areas for required walkways and driveways or those projects with reduced setbacks. <i>Staff Comment:</i> A conceptual landscape plan was submitted with the project application (Exhibit 3). The conceptual landscape plan illustrates materials that would be used to enhance the visual character of the building. The proposed street level landscaping utilizes street trees including vine maple, serviceberry, renaissance reflection birch, and mountain hemlock. Shrubbery proposed, include: dwarf red-osier dogwood, Oregon grape, Pacific waxmyrtle, white icicle flowering currant, baldhip rose, evergreen huckleberry, snowberry, diablo ninebark, and mock orange. The landscape plan includes landscaping, hardscape and permanent seating incorporated into the plaza located between Lake Washington Blvd and the building. The proposal complies with the landscaping requirements of the zone. The use of a variety of vegetation along the property edge help to create human scale, add visual

	<p>interest along the façade and create a safe separation between vehicles and pedestrians and provides a transition between the development and surrounding properties to reduce noise and glare and maintain privacy.</p> <p>The conceptual landscape plan did not include vegetation proposed for planters located within common areas and the green screens separating patios on the upper floor. Also not included on the landscape plan are those sloped areas to be cleared.</p> <p>Therefore staff recommends, as a condition of approval, the applicant submit a detailed landscape plan depicting significant landscaping along the street frontage, within planters adjacent to the building or within common open spaces, and roof patio screens. The landscape plan shall also include a planting plan for cleared areas which enhance slope stability. The landscaping plan shall be submitted to, and approved by, the Current Planning Project Manager prior to engineering permit approval.</p>
✓	<p>Building Height: Building height is restricted to 10 stories along primary and secondary arterials and 6 stories along residential/minor collectors.</p> <p><u>Staff Comment:</u> The applicant has provided a varied roofline consisting primarily of flat roof with a low angle shed roof element provided for visual interest (Exhibit 4). The height of the proposed structure would be 72 feet and 8 ½ -inches at the tallest point of the shed roof elements and would be considered 5 stories above the grade plane. The proposal complies with the height requirement of the zone.</p>
Compliant if condition of approval is met	<p>Screening: Per RMC 4-4-095 all mechanical equipment and outdoor service and storage areas shall be screened to reduce visibility, noise, and related impacts while allowing accessibility for providers and users.</p> <p><u>Staff Comment:</u> The applicant did not provide details for surface or roof mounted equipment and/or screening identified for such equipment. As such, staff recommends as a condition of approval the applicant provide a detailed plan identifying the location and screening provided for surface and roof mounted equipment. The screening plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</p>
Compliant if condition of approval is met	<p>Refuse and Recyclables: Per RMC 4-4-090 non-residential developments are required to provide a minimum of 3 square feet per every one 1,000 square feet of building gross floor area for recyclables deposit areas and a minimum of ten 6 square feet per 1,000 square feet of building gross floor area for refuse deposit areas.</p> <p><u>Staff Comment:</u> Based on the proposal for a total of 66,929 square feet of hotel space (not including the structured parking area) a minimum area of 201 square feet of recycle area and 402 square feet of refuse are would be required for the project. The proposal includes a 338 square foot area dedicated to refuse and recycle within the structured parking garage (Exhibit 17). Therefore staff recommends, as a condition of approval, the proposal be revised to include an additional 285 square feet of area dedicated to refuse and recyclables. Alternatively, the applicant may request an Administrative modification, pursuant to RMC 4-9-250, in order to reduce the square footage required. The revised floor plan or Administrative Modification request shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</p> <p>Additionally, the Level 1 (Ground) floorplan shows a conflict between a parking stall (#5) and the refuse and recycle area (Exhibit 17). It does not appear there would be adequate area to remove receptacles on pickup day, should there be a car parked in the</p>

	<p>stall. Therefore, staff recommends as a condition of approval the applicant be required to demonstrate there is adequate area for refuse pickup within the parking structure which may require the relocation of a parking stall(s). The revised floorplan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</p>												
<p>See FOF 21, Parking Modification Analysis</p>	<p>Parking: The parking regulations, RMC 4-4-080, require a specific number of off-street parking stalls be provided based on the square footage of the use. Additionally parking may not be located between the proposed building and pedestrian-oriented public streets unless located within a structured parking garage. Parking for all uses shall be located consistent with RMC <u>4-3-100</u>, Urban Center Design Overlay Regulations. Site planning must demonstrate feasible future location of structured parking to accommodate infill development.</p> <p><u>Staff Comment:</u> The proposed hotel is anticipated to have 17 employees and a total of 105 hotel rooms, therefore the following would be applicable to the site:</p> <table><tr><th><u>Use</u></th><th><u># of Rooms/Employees</u></th><th><u>Ratio</u></th><th><u>Required Spaces</u></th></tr><tr><td>Rooms</td><td>105</td><td>A minimum and maximum of 1 per guest room</td><td>105</td></tr><tr><td>Employees</td><td>17</td><td>A minimum and maximum of 1 for every 3 employees</td><td>6</td></tr></table> <p>Based on the proposed uses, a minimum of 111 parking spaces would be required in order to meet code. The applicant proposed a total of 105 spaces of which 103 stalls would be located within the structure and two at grade (41 standard stalls, 8 tandem stalls, 52 compact stalls, and 4 ADA stalls). The applicant has requested a parking modification in order to provide 6 stalls less than the minimum required (See discussion under FOF 21, Parking Modification Analysis).</p>	<u>Use</u>	<u># of Rooms/Employees</u>	<u>Ratio</u>	<u>Required Spaces</u>	Rooms	105	A minimum and maximum of 1 per guest room	105	Employees	17	A minimum and maximum of 1 for every 3 employees	6
<u>Use</u>	<u># of Rooms/Employees</u>	<u>Ratio</u>	<u>Required Spaces</u>										
Rooms	105	A minimum and maximum of 1 per guest room	105										
Employees	17	A minimum and maximum of 1 for every 3 employees	6										
<p>Compliant if Condition of Approval is met</p>	<p>Pedestrians: Pedestrian access must conform to pedestrian regulations located in Urban Center Design Overlay regulations.</p> <p><u>Staff Comment:</u> See FOF 25, Design Review: Pedestrian Environment.</p>												
<p>Compliant if Condition of Approval is met</p>	<p>Signs: Pole signs and roof signs are prohibited. Signs subject to Urban Center Design Overlay regulations (RMC <u>4-3-100</u>).</p> <p><u>Staff Comment:</u> The applicant is not proposing pole or roof signs. See additional discussion under FOF 25, Design Review: Signage.</p>												
<p>✓</p>	<p>Parking: Parking, docking and loading areas for truck traffic shall be off-street and screened from view of abutting public streets.</p>												
<p>See FOF 23, Critical Area Variance Analysis</p>	<p>Critical Areas: The site is located within a High Erosion Hazard area and an unclassified Landslide Hazard Area. The site also contains areas of sensitive and protected slopes on site.</p> <p><u>Staff Comment:</u> Critical slopes on site represent approximately 24,000 square feet. The applicant is proposing to encroach into 4,185 square feet of critical slope necessitating a critical area variance per RMC 4-3-100 (See FOF 23, Critical Area Variance Compliance).</p>												

21. Parking Modification Analysis: A total of 105 parking spaces would be provided of which 103 stalls would be located within a sub-grade parking garage. The remaining 2 stalls would be located within a

small surface parking area interior to the site. The applicant is requesting a parking modification from RMC 4-4-080 in order to reduce the number of minimum required parking stalls from 111 to the proposed 105 parking stalls. The proposal is compliant with the following modification criteria, pursuant to RMC 4-9-250, if all conditions of approval are met. Therefore, staff recommends approval of the requested Parking Modification, subject to a condition of approval as noted below:

Compliance	Parking Modification Criteria and Analysis
✓	<p>a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives.</p> <p><i>Staff Comment: See FOF 19, Comprehensive Plan Analysis.</i></p>
✓	<p>b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment.</p> <p><i>Staff Comment: The applicant contends the proposed parking supply of 105 spaces is anticipated to be approximately 57% higher than the demand calculated (67 parking spaces) for the site. The demand was calculated using the average parking demand and occupancy rates documented in the ITE Manual (Exhibit 14). The 105 spaces would represent a 5% reduction from the requirements documented in RMC 4.4.080.10.d.</i></p> <p><i>Staff concurs the proposed modification would meet the objectives of function and maintainability intended by the code requirements through the provision of sufficient off-street parking to meet the needs of hotel if 105 parking stalls are provided.</i></p>
Compliant if condition of approval is met	<p>c. Will not be injurious to other property(ies) in the vicinity.</p> <p><i>Staff Comment: In the vicinity of the subject site there are intense existing and planned uses (Southport, Gene Coulon Park, and Residence Inn). As a result adequate parking is particularly important for the proposal in order to not cause adverse impacts on surrounding properties. The applicant contends that there would be no impacts to surrounding properties as it is anticipated that the proposed parking supply would be considerably higher than the calculated demand (Exhibit 14). However, given the intensity of surrounding uses and existing public parking limitations in the immediate vicinity the proposal would at least provide one stall for each hotel room and employees would be able to use those stalls available due to low parking demand and occupancy rates on any given day.</i></p> <p><i>It should be noted that the Level 1 (Ground) floorplan shows a conflict between a parking stall (#5) and the refuse and recycle area (Exhibit 17). It does not appear there would be adequate area to remove receptacles on pickup day should there be a car parked in this stall. Additionally, the proposal does not appear to comply with the accessible parking requirements of the code. Pursuant to RMC 4-4-080E.8.g the minimum number of accessible spaces required for 101-150 parking spaces within a garage is 5 accessible stalls. The applicant has only provided 4 ADA parking stalls. Finally, the submitted parking plan includes the use of eight tandem stalls as a means of providing the necessary 105 stalls. While the tandem stalls would assist in accommodating large residential units they would not assist in the need for direct access parking stalls for employees on site and potential patrons of the hotel.</i></p> <p><i>Therefore staff recommends, as a condition of approval, the applicant be required to revise the parking plan to include a total of 105 stalls and the following: relocation of</i></p>

	<i>proposed stalls which would preclude refuse and recycle pickup; the provision of adequate ADA accessible parking stalls; and the replacement of tandem parking spaces with direct access stalls. The revised parking plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</i>
✓	d. Conforms to the intent and purpose of the Code. <i>Staff Comment: See comments under criterion 'b'.</i>
✓	e. Can be shown to be justified and required for the use and situation intended; and <i>Staff Comment: See comments under criterion 'b'.</i>
Compliant if condition of approval is met	f. Will not create adverse impacts to other property(ies) in the vicinity. <i>Staff Comment: See comments under criterion 'c'.</i>

22. Street Modification Analysis: All frontage roads are required to meet street standards pursuant to RMC 4-6-060. The applicant is requesting a street modification, from RMC 4-6-060, in order to modify the requirement for required right-of-way dedications along Lake Washington Blvd N. The existing Lake Washington Blvd N right-of-way is approximately 60 feet. Pursuant to RMC 4-6-060 the required right-of-way width is 83 feet necessitating an 11.5-foot dedication along the frontage of the subject site. This would allow for 26 feet of pavement, a 5-foot sidewalk, an 8-foot landscape planter strip, and a 0.5 foot curb on the east side of the street. The modification request is being made in order to match the City's Transportation Department's plans for Lake Washington Blvd N at this location which includes a half street paved width of approximately 17 feet from the roadway centerline (to match with the existing curb north of the site), 0.5-foot wide curbs, 8-foot wide landscaped planters, 8-foot wide sidewalks, and a 1-foot clear space behind the sidewalk. The proposal is compliant with the following modification criteria, pursuant to RMC 4-9-250, if all conditions of approval are met. Therefore, staff recommends approval of the requested street modification, subject to a condition of approval as noted below:

Compliance	Street Modification Criteria and Analysis
✓	a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives. <i>Staff Comment: See FOF 14, Comprehensive Plan Compliance.</i>
Compliant if condition of approval is met	b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment. <i>Staff Comment: The purpose of the City's street standards is to establish design standards and development requirements for street improvements to ensure reasonable and safe access to public and private properties. The Transportation Department has a transportation corridor plan for Lake Washington Blvd N which includes a minimum right-of-way width of 69 feet. The right-of-way would provide convenient access and travel for all users including pedestrians, bicyclists, and vehicles. Given the needed right-of-way, staff has concluded that a 4.5 foot wide dedication (subject to final survey), would accommodate planned improvements necessary as opposed to the code required 11.5 foot dedication. The improvements would allow for a planting strip and</i>

	<i>sidewalk of sufficient size. The applicant is proposing a 2.5 foot dedication which would be insufficient to accommodate street improvements anticipated for the Lake Washington Blvd N corridor. Therefore staff recommends, as a condition of approval, the applicant submit a revised site plan depicting a 4.5 foot (subject to a final survey) right-of-way dedication along Lake Washington Blvd N. The revised site plan shall be submitted to, and approved by, the Plan Reviewer prior to construction permit approval.</i>
✓	c. Will not be injurious to other property(ies) in the vicinity. <i><u>Staff Comment:</u> The proposed reduction in the right-of-way is not anticipated to be injurious to other properties within the vicinity of the site.</i>
✓	d. Conforms to the intent and purpose of the Code. <i><u>Staff Comment:</u> See comments under criterion 'b'.</i>
✓	e. Can be shown to be justified and required for the use and situation intended; and <i><u>Staff Comment:</u> See comments under criterion 'b'.</i>
✓	f. Will not create adverse impacts to other property(ies) in the vicinity. <i><u>Staff Comment:</u> See comments under criterion 'c'.</i>

23. Critical Area Variance Analysis: Critical slopes on site represent approximately 24,000 square feet. Pursuant to RMC 4-3-100 development is prohibited on protected slopes. The applicant is proposing to encroach into 4,185 square feet of critical slope necessitating a critical area variance. The proposal is compliant with the following variance criteria, pursuant to RMC 4-9-250, if all conditions of approval are met. Therefore, staff recommends approval of the requested Critical Area Variance, subject to a condition of approval as noted below:

Compliance	Critical Area Variance Criteria and Analysis
✓	a. That the granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which subject property is situated. <i><u>Staff Comment:</u> In support of the requested variance the provided geotechnical report contained a slope reconnaissance across portions of the steep slope area on site (Exhibit 7). The prohibition on protected slopes is not intended to prevent the development of property that includes forty percent (40%) or greater slopes on a portion of the site, provided there is enough developable area elsewhere to accommodate building pads. The purpose of the Critical Area Regulations as it relates to critical slopes is to reduce the risks to the City and its citizens from development occurring on unstable slopes. The applicant's slope reconnaissance contends there are no signs of recent large scale erosion or slope instability observed at the subject site. However, there were signs of historic excavation activities including steep to near vertical reliefs. The report states that given the stability of the steep to near vertical reliefs (created by past grading activities) as wells as the subsurface conditions the sites soils exhibit good soil strength characteristics. It is anticipated that the proposed building's structural foundation wall elements would effectively improve the overall stability of the site and therefore proposed grading within the protected slopes would not be detrimental to the public welfare or injurious to property or improvements in the vicinity of the site.</i>
✓	b. There is no reasonable use of the property left if the requested variance is not granted.

	<p><u>Staff Comment:</u> The combined area of sensitive and protective slopes is 30,896 square feet, which is approximately 54% of the site area. The original scheme submitted in January of 2014 impacted 75% of the sensitive areas on site and 72% of the protected areas. The current proposal is now only impacting 14% of the protected areas. The development has reduced impacts to the protected slopes by relocating the structured parking to two-levels of below grade parking and a reduction in room count from 125 to 105 rooms. Given the relatively small impact to the protected slopes on site the site plan represents a reasonable building pad and use of the property as envisioned by the urban character of the UC-N2 zone. It should also be noted that the zone anticipates a 100% building lot coverage and the proposed building footprint represents a 30% building lot coverage.</p>
✓	<p>c. The variance granted is the minimum amount necessary to accommodate the proposal objectives.</p> <p><u>Staff Comment:</u> The proposed building has been sited immediately abutting Lake Washington Blvd N, with a setback to accommodate an existing utility easement and meaningful pedestrian plaza area. The applicant has sited the proposed hotel to minimize impacts to the protected slopes which are located in the northeastern portion of the site. The applicant has achieved a good balance in setbacks from Lake Washington Blvd N, in order to provide pedestrian scale amenities in the public realm, without compromising much of the steep slopes on site. The requested variance is the minimum amount necessary to accommodate reasonable use of the property and meet the objectives and purpose of the UC-N2 zone.</p>
✓	<p>d. The need for the variance is not the result of actions of the applicant or property owner.</p> <p><u>Staff Comment:</u> The steep slopes on site were created as a result of the placement of fill on the property during the construction of I-405 (Exhibit 16). The proposal also does not include the creation of any new critical areas.</p>
Compliant if condition of approval is met	<p>e. The proposed variance is based on consideration of the best available science as described in WAC <u>365-195-905</u>; or where there is an absence of valid scientific information, the steps in RMC <u>4-9-250F</u> are followed.</p> <p><u>Staff Comment:</u> The applicant provided a geotechnical report, prepared by Earth Solutions Northwest (ESMW), which was prepared utilizing best available science (Exhibit 7). However, the geotechnical report mentions on several occasions that the proposed development would not encroach into steep slope areas. Given the relatively small impact the assumptions presented within the current geotechnical report regarding slope stability are expected to remain valid with revisions accounting for impacts to slopes. However, to ensure adequate recommendations are included in the geotechnical report staff recommends, as a condition of Hearing Examiner Site Plan and Variance approval, that a revised Geotechnical report be submitted prior to engineering permit approval noting proposed impacts to steep slopes and any changes in recommendations accordingly. The geotech report would also be required to include information regarding the stability for soil infiltration, with recommendations of appropriate flow control BMP options. If infiltration is proposed, then falling head permeability rates are required to be provided. It should be noted that a SEPA mitigation measure has been imposed stating that the updated geotechnical report may be subject to independent peer review at the discretion of the Plan Reviewer and at the expense of the applicant (Exhibit 13).</p>

- 24. Setback Variance Analysis:** The proposed hotel would have a front yard setback of 22 feet and 9-inches from the front (Lake Washington Blvd N) property line which exceeds the maximum front yard setback of five feet pursuant to RMC 4-2-120. The applicant has requested a Variance in order to exceed the maximum setback. The proposal is compliant with the following variance criteria, pursuant to RMC 4-9-250. Therefore, staff recommends approval of the requested Setback Variance.

Compliance	Setback Variance Criteria and Analysis
✓	<p>a. That the applicant suffers practical difficulties and unnecessary hardship and the variance is necessary because of special circumstances applicable to subject property, including size, shape, topography, location or surroundings of the subject property, and the strict application of the Zoning Code is found to deprive subject property owner of rights and privileges enjoyed by other property owners in the vicinity and under identical zone classification.</p> <p><i>Staff Comment: There is an existing 15-foot wide Puget Sound Energy easement along the frontage of the site which would preclude the applicant from meeting the maximum front yard setback requirement. The existing easement represents a practical difficulty in meeting the maximum front yard setback requirement.</i></p>
✓	<p>b. That the granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which subject property is situated.</p> <p><i>Staff Comment: The granting of the variance would not be materially detrimental to the public welfare or injurious to surrounding properties or improvements in the vicinity. The proposed setback of 22 feet and 9-inches would accommodate a pedestrian plaza of sufficient area to allow for pedestrian amenities which can be enjoyed by patrons of the hotel. The increase in the setback would serve to create a usable and inviting open space that is accessible to the public and to promote pedestrian activity on Lake Washington Blvd N as required by Design District 'C' (see FOF 25, Design District Review).</i></p>
✓	<p>c. That approval shall not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and zone in which the subject property is situated.</p> <p><i>Staff Comment: The Lake Washington Blvd N corridor has a variety of established uses on the east side of the street in the immediate vicinity of the subject site. The uses include large townhome developments, apartment complexes, live-work units, and lofts. Each of the uses are generally setback approximately 20-feet or more from the property line and contain substantial vegetation or pedestrian plaza spaces. The applicant is proposing a setback that is consistent with those existing setbacks that are maintained in the Lake Washington Blvd N corridor. Additionally, the existing utility easement on site would preclude meeting the maximum setback requirement, which is anticipated to place similar limitations on other property owners in the vicinity consistent with the subject application. Therefore, the approval would not constitute a grant of special privilege.</i></p>
✓	<p>d. That the approval is a minimum variance that will accomplish the desired purpose.</p> <p><i>Staff Comment: The code required maximum setback helps to create distinctive urban neighborhoods envisioned in the UC-N2 zone (RMC 4-2-020.T). The form of</i></p>

	<p>development is expected to use urban development standards and setbacks urban in scale to create a human-scale, pedestrian-oriented new center. The applicant's request includes an additional eight feet beyond the width of the existing utility easement along the frontage of the site representing an approximate 18-foot increase beyond the maximum setback requirement. However, the additional area requested, as part of the variance, permits a functional and usable common open space. This plaza space would serve as an integral aspect of the development for users and pedestrians and as a result accomplishes the desired purpose to create a human scale pedestrian oriented site.</p>
--	---

25. Design District Review: The project site is located within Design District 'C'. The following table contains project elements intended to comply with the standards of the Design District 'C' Standards and guidelines, as outlined in RMC 4-3-100.E:

Compliance	Design District Guideline and Standard Analysis
1. SITE DESIGN AND BUILDING LOCATION:	
<p>Intent: To ensure that buildings are located in relation to streets and other buildings so that the Vision of the City of Renton can be realized for a high-density urban environment; so that businesses enjoy visibility from public rights-of-way; and to encourage pedestrian activity.</p>	
a. Building Location and Orientation:	
<p>Intent: To ensure visibility of businesses and to establish active, lively uses along sidewalks and pedestrian pathways. To organize buildings for pedestrian use and so that natural light is available to other structures and open space. To ensure an appropriate transition between buildings, parking areas, and other land uses; and increase privacy for residential uses.</p> <p>Guidelines: Developments shall enhance the mutual relationship of buildings with each other, as well as with the roads, open space, and pedestrian amenities while working to create a pedestrian oriented environment. Lots shall be configured to encourage variety and so that natural light is available to buildings and open space. The privacy of individuals in residential uses shall be provided for.</p>	
✓	<p>Standard: The availability of natural light (both direct and reflected) and direct sun exposure to nearby buildings and open space (except parking areas) shall be considered when siting structures.</p> <p><u>Staff Comment:</u> See FOF 26, Master and Hearing Examiner Site Plan Review.</p>
N/A	<p>Standard: Commercial mixed-use buildings shall contain pedestrian-oriented uses, feature "pedestrian-oriented facades," and have clear connections to the sidewalk.</p>
N/A	<p>Standard: Office buildings shall have pedestrian-oriented facades. In limited circumstances the Department may allow facades that do not feature a pedestrian orientation; if so, substantial landscaping between the sidewalk and building shall be provided. Such landscaping shall be at least ten feet (10') in width as measured from the sidewalk.</p>
N/A	<p>Standard: Residential and mixed-use buildings containing street-level residential uses and single-purpose residential buildings shall be:</p> <p>a. Set back from the sidewalk a minimum of ten feet (10') and feature substantial landscaping between the sidewalk and the building</p>

	(illustration below); or b. Have the ground floor residential uses raised above street level for residents' privacy.
b. Building Entries: Intent: To make building entrances convenient to locate and easy to access, and ensure that building entries further the pedestrian nature of the fronting sidewalk and the urban character of the district. Guidelines: Primary entries shall face the street, serve as a focal point, and allow space for social interaction. All entries shall include features that make them easily identifiable while reflecting the architectural character of the building. The primary entry shall be the most visually prominent entry. Pedestrian access to the building from the sidewalk, parking lots, and/or other areas shall be provided and shall enhance the overall quality of the pedestrian experience on the site.	
Compliant if condition of approval is met	Standard: A primary entrance of each building shall be located on the facade facing a street, shall be prominent, visible from the street, connected by a walkway to the public sidewalk, and include human-scale elements. <u>Staff Comment:</u> While the proposed pedestrian plaza, along Lake Washington Blvd N, serves as a focal point for the development and allows space for social interaction, additional design elements are needed in order to establish a visually prominent entry along Lake Washington Blvd N. Staff has recommended additional ground level details, particularly at the entrances in order to meet this and other standards within the district (see Ground Level Details). The main entrance for the commercial development is located on the southwest corner of the building under the porte-cochere. The provided elevations do not include details for the urban amenities such as seating areas to wait for transfers/taxis, lighting fixtures, public art, or vertical landscaping. And while the plans do indicate color stamped concrete in this area, additional details are needed to ensure the proposal establishes a quality pedestrian experience along the street and at the entrances for the building. Therefore staff recommends, as a condition of approval, the applicant submit a detailed common open space/plaza plan which includes specifications for pedestrian amenities that add to the pedestrian experience and the human scale intended for the development. The plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
Compliant if condition of approval is met	Standard: A primary entrance of each building shall be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting. <u>Staff Comment:</u> See Ground Level Details.
Compliant if condition of approval is met	Standard: Building entries from a street shall be clearly marked with canopies, architectural elements, ornamental lighting, or landscaping and include weather protection at least four and one-half feet (4-1/2') wide (illustration below). Buildings that are taller than thirty feet (30') in height shall also ensure that the weather protection is proportional to the distance above ground level. <u>Staff Comment:</u> See Ground Level Details.
N/A	Standard: Building entries from a parking lot shall be subordinate to those related to the street.
Compliant	Standard: Features such as entries, lobbies, and display windows shall be oriented to a

if condition of approval is met	street or pedestrian-oriented space; otherwise, screening or decorative features should be incorporated. <i>Staff Comment: See discussion above.</i>
N/A	Standard: Multiple buildings on the same site shall direct views to building entries by providing a continuous network of pedestrian paths and open spaces that incorporate landscaping.
N/A	Standard: Ground floor residential units that are directly accessible from the street shall include entries from front yards to provide transition space from the street or entries from an open space such as a courtyard or garden that is accessible from the street.
c. Transition to Surrounding Development:	
Intent: To shape redevelopment projects so that the character and value of Renton's long-established, existing neighborhoods are preserved.	
Guidelines: Careful siting and design treatment shall be used to achieve a compatible transition where new buildings differ from surrounding development in terms of building height, bulk and scale.	
N/A	Standard: For properties along North 6th Street and Logan Avenue North (between North 4th Street and North 6th Street), applicants shall demonstrate how their project provides an appropriate transition to the long-established, existing residential neighborhood south of North 6th Street known as the North Renton Neighborhood.
N/A	Standard: For properties located south of North 8th Street, east of Garden Avenue North, applicants must demonstrate how their project appropriately provides transitions to existing industrial uses.
d. Service Element Location and Design:	
Intent: To reduce the potential negative impacts of service elements (i.e., waste receptacles, loading docks) by locating service and loading areas away from high-volume pedestrian areas, and screening them from view in high visibility areas.	
Guidelines: Service elements shall be concentrated and located so that impacts to pedestrians and other abutting uses are minimized. The impacts of service elements shall be mitigated with landscaping and an enclosure with fencing that is made of quality materials.	
✓	Standard: Service elements shall be located and designed to minimize the impacts on the pedestrian environment and adjacent uses. Service elements shall be concentrated and located where they are accessible to service vehicles and convenient for tenant use. <i>Staff Comment: See FOF 20, Zoning Development Standard Compliance: Refuse and Recyclables.</i>
N/A	Standard: In addition to standard enclosure requirements, garbage, recycling collection, and utility areas shall be enclosed on all sides, including the roof and screened around their perimeter by a wall or fence and have self-closing doors.
N/A	Standard: Service enclosures shall be made of masonry, ornamental metal or wood, or some combination of the three (3).
N/A	Standard: If the service area is adjacent to a street, pathway, or pedestrian-oriented space, a landscaped planting strip, minimum 3 feet wide, shall be located on 3 sides of

	such facility.
e. Gateways: Intent: To distinguish gateways as primary entrances to districts or to the City, special design features and architectural elements at gateways should be provided. While gateways should be distinctive within the context of the district, they should also be compatible with the district in form and scale. Guidelines: Development that occurs at gateways should be distinguished with features that visually indicate to both pedestrians and vehicular traffic the uniqueness and prominence of their locations in the City. Examples of these types of features include monuments, public art, and public plazas.	
N/A	Standard: Developments located at district gateways shall be marked with visually prominent features.
N/A	Standard: Gateway elements shall be oriented toward and scaled for both pedestrians and vehicles.
N/A	Standard: Visual prominence shall be distinguished by two (2) or more of the following: 1) Public art; 2) Special landscape treatment; 3) Open space/plaza; 4) Landmark building form; 5) Special paving, unique pedestrian scale lighting, or bollards; 6) Prominent architectural features (trellis, arbor, pergola, or gazebo); Neighborhood or district entry identification (commercial signs do not qualify).
2. PARKING AND VEHICULAR ACCESS: Intent: To provide safe, convenient access to the Urban Center and the Center Village; incorporate various modes of transportation, including public mass transit, in order to reduce traffic volumes and other impacts from vehicles; ensure sufficient parking is provided, while encouraging creativity in reducing the impacts of parking areas; allow an active pedestrian environment by maintaining contiguous street frontages, without parking lot siting along sidewalks and building facades; minimize the visual impact of parking lots; and use access streets and parking to maintain an urban edge to the district.	
a. Surface Parking: Intent: To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings. Guidelines: Surface parking shall be located and designed so as to reduce the visual impact of the parking area and associated vehicles. Large areas of surface parking shall also be designed to accommodate future infill development.	
✓	Standard: Parking shall be at the side and/or rear of a building and may not occur between the building and the street. However, if due to the constraints of the site, parking cannot be provided at the side or rear of the building, the Administrator may allow parking to occur between the building and the street. If parking is allowed to occur between the building and the street, no more than sixty feet (60') of the street frontage measured parallel to the curb shall be occupied by off-street parking and

	vehicular access. <i>Staff Comment: See FOF 20, Zoning Development Standard Compliance: Parking.</i>
✓	Standard: Parking shall be located so that it is screened from surrounding streets by buildings, landscaping, and/or gateway features as dictated by location. <i>Staff Comment: See FOF 20, Zoning Development Standard Compliance: Parking.</i>
N/A	Standard: Surface parking lots shall be designed to facilitate future structured parking and/or other infill development. For example, provision of a parking lot with a minimum dimension on one side of two hundred feet (200') and one thousand five hundred feet (1,500') maximum perimeter area. Exception: If there are size constraints inherent in the original parcel.
b. Structured Parking Garages: Intent: To promote more efficient use of land needed for vehicle parking; encourage the use of structured parking; physically and visually integrate parking garages with other uses; and reduce the overall impact of parking garages. Guidelines: Parking garages shall not dominate the streetscape; they shall be designed to be complementary with adjacent and abutting buildings. They shall be sited to complement, not subordinate, pedestrian entries. Similar forms, materials, and/or details to the primary building(s) should be used to enhance garages.	
N/A	Standard: Parking structures shall provide space for ground floor commercial uses along street frontages at a minimum of seventy five percent (75%) of the building frontage width.
N/A	Standard: The entire facade must feature a pedestrian-oriented facade. The Administrator of the Department of Community and Economic Development may approve parking structures that do not feature a pedestrian orientation in limited circumstances. If allowed, the structure shall be set back at least six feet (6') from the sidewalk and feature substantial landscaping. This landscaping shall include a combination of evergreen and deciduous trees, shrubs, and ground cover. This setback shall be increased to ten feet (10') when abutting a primary arterial and/or minor arterial.
N/A	Standard: Public facing facades shall be articulated by arches, lintels, masonry trim, or other architectural elements and/or materials.
✓	Standard: The entry to the parking garage shall be located away from the primary street, to either the side or rear of the building. <i>Staff Comment: The entry to the parking garage is located to the rear of the building.</i>
N/A	Standard: Parking garages at grade shall include screening or be enclosed from view with treatment such as walls, decorative grilles, trellis with landscaping, or a combination of treatments.
N/A	Standard: The Administrator of the Department of Community and Economic Development or designee may allow a reduced setback where the applicant can successfully demonstrate that the landscaped area and/or other design treatment meets the intent of these standards and guidelines. Possible treatments to reduce the setback include landscaping components plus one or more of the following integrated with the architectural design of the building:

	<ul style="list-style-type: none"> (a) Ornamental grillwork (other than vertical bars); (b) Decorative artwork; (c) Display windows; (d) Brick, tile, or stone; (e) Pre-cast decorative panels; (f) Vine-covered trellis; (g) Raised landscaping beds with decorative materials; or (h) Other treatments that meet the intent of this standard...
c. Vehicular Access: Intent: To maintain a contiguous and uninterrupted sidewalk by minimizing, consolidating, and/or eliminating vehicular access off streets. Guidelines: Vehicular access to parking garages and parking lots shall not impede or interrupt pedestrian mobility. The impacts of curb cuts to pedestrian access on sidewalks shall be minimized.	
✓	Standard: Parking garages shall be accessed at the rear of buildings. <i>Staff Comment:</i> The entry to the parking garage is located to the rear of the building.
N/A	Standard: Parking lot entrances, driveways, and other vehicular access points shall be restricted to one entrance and exit lane per five hundred (500) linear feet as measured horizontally along the street.
3. PEDESTRIAN ENVIRONMENT: Intent: To enhance the urban character of development in the Urban Center and the Center Village by creating pedestrian networks and by providing strong links from streets and drives to building entrances; make the pedestrian environment safer and more convenient, comfortable, and pleasant to walk between businesses, on sidewalks, to and from access points, and through parking lots; and promote the use of multi-modal and public transportation systems in order to reduce other vehicular traffic.	
a. Pedestrian Circulation: Intent: To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment. Guidelines: The pedestrian environment shall be given priority and importance in the design of projects. Sidewalks and/or pathways shall be provided and shall provide safe access to buildings from parking areas. Providing pedestrian connections to abutting properties is an important aspect of connectivity and encourages pedestrian activity and shall be considered. Pathways shall be easily identifiable to pedestrians and drivers.	
Compliant if conditions of approval are met	Standard: A pedestrian circulation system of pathways that are clearly delineated and connect buildings, open space, and parking areas with the sidewalk system and abutting properties shall be provided. <ul style="list-style-type: none"> (a) Pathways shall be located so that there are clear sight lines, to increase safety. (b) Pathways shall be an all-weather or permeable walking surface, unless the applicant can demonstrate that the proposed surface is appropriate for the anticipated number of users and complementary to the design of the development.

	<p><i>Staff Comment: The provided TIA provides a narrative of the existing area pedestrian and bicycle facilities (existing bike lanes on both sides of Lake Washington Blvd N, existing contiguous sidewalk to the north but none to the south of the project) (Exhibit 8). As part of the proposed project, sidewalks would be constructed along frontage of the site in order to connect to the existing sidewalk system to the north. The local roadway network is complex with multiple intersections in a small area, one-way segments, horizontal curves and significant intermittent rail impact. There is no accessible corridor for pedestrian movement in the project area. The TIA does note the lack of pedestrian facilities between the site and the intersection of Lake Washington Blvd N at Gene Coulon Park entrance/Houser Way intersection. Therefore a SEPA mitigation measure was imposed requiring the applicant provide a surety device, in an amount sufficient, to provide pedestrian improvements between the site and the Lake Washington Blvd at Gene Coulon Park entrance /Houser Way. If the pedestrian connection is constructed as part of the development of the abutting parcel to the south the provided surety device will be released. If the pedestrian connection is not constructed prior to the termination of the two year period the funds will be released to the City of Renton for the construction of the pedestrian connection.</i></p> <p><i>See additional discussion under Building Entries.</i></p>
N/A	<p>Standard: Pathways within parking areas shall be provided and differentiated by material or texture (i.e., raised walkway, stamped concrete, or pavers) from abutting paving materials. Permeable materials are encouraged. The pathways shall be perpendicular to the applicable building facade and no greater than one hundred fifty feet (150') apart.</p>
✓	<p>Standard: Sidewalks and pathways along the facades of buildings shall be of sufficient width to accommodate anticipated numbers of users. Specifically:</p> <p>(a) Sidewalks and pathways along the facades of mixed use and retail buildings 100 or more feet in width (measured along the facade) shall provide sidewalks at least 12 feet in width. The walkway shall include an 8 foot minimum unobstructed walking surface.</p> <p>(b) Interior pathways shall be provided and shall vary in width to establish a hierarchy. The widths shall be based on the intended number of users; to be no smaller than five feet (5') and no greater than twelve feet (12').</p> <p>(c) For all other interior pathways, the proposed walkway shall be of sufficient width to accommodate the anticipated number of users.</p> <p><i>Staff Comment: See comment above.</i></p>
N/A	<p>Standard: Mid-block connections between buildings shall be provided.</p>
<p>b. Pedestrian Amenities:</p> <p>Intent: To create attractive spaces that unify the building and street environments and are inviting and comfortable for pedestrians; and provide publicly accessible areas that function for a variety of activities, at all times of the year, and under typical seasonal weather conditions.</p> <p>Guidelines: The pedestrian environment shall be given priority and importance in the design of projects. Amenities that encourage pedestrian use and enhance the pedestrian experience shall be included.</p>	
Compliant if Conditions of	<p>Standard: Architectural elements that incorporate plants, particularly at building</p>

Approval are Met	entrances, in publicly accessible spaces and at facades along streets, shall be provided. <i>Staff Comment: See Building Entries and Ground Level Details.</i>
Compliant if Conditions of Approval are Met	Standard: Amenities such as outdoor group seating, benches, transit shelters, fountains, and public art shall be provided. (a) Site furniture shall be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time. (b) Site furniture and amenities shall not impede or block pedestrian access to public spaces or building entrances. <i>Staff Comment: See Building Entries.</i>
Compliant if Conditions of Approval are Met	Standard: Pedestrian overhead weather protection in the form of awnings, marquees, canopies, or building overhangs shall be provided. These elements shall be a minimum of 4.5 feet wide along at least seventy 75 percent of the length of the building facade facing the street, a maximum height of 15 feet above the ground elevation, and no lower than 8 feet above ground level. <i>Staff Comment: Building extends over the entry drive aisle to provide weather protection at primary entry and vehicle drop off. See additional discussion under Ground Level Details.</i>
4. RECREATION AREAS AND COMMON OPEN SPACE:	
Intent: To ensure that areas for both passive and active recreation are available to residents, workers, and visitors and that these areas are of sufficient size for the intended activity and in convenient locations. To create usable and inviting open space that is accessible to the public; and to promote pedestrian activity on streets particularly at street corners.	
Guidelines: Developments located at street intersections should provide pedestrian-oriented space at the street corner to emphasize pedestrian activity (illustration below). Recreation and common open space areas are integral aspects of quality development that encourage pedestrians and users. These areas shall be provided in an amount that is adequate to be functional and usable; they shall also be landscaped and located so that they are appealing to users and pedestrians	
N/A	Standard: All mixed use residential and attached housing developments of ten (10) or more dwelling units shall provide common opens space and/or recreation areas.
Compliant if Conditions of Approval are Met	Standard: All buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses (excludes parking garage floorplate areas) shall provide pedestrian-oriented space. <i>Staff Comment: A total of 66,929 square feet of hotel area (not including the structured parking area) is proposed. Therefore a pedestrian oriented space is required. The applicant has proposed a pedestrian plaza located off of Lake Washington Blvd N which serves to provide an active public space between the building and the right of way. The plaza includes a landscape terrace to transition the grades along the right of way and finish elevation at the ground floor. The landscaping buffer along eastern edge of plaza softens the edge at the sidewalk and the area is integrated into the right of way, entry plaza, and auto court.</i> <i>A total of 3,700 square feet of passive and active open spaces is provided on the site and is of sufficient size for hotel patrons and the public. Additional detailing and specifications are required in order to demonstrate compliance. See discussion under</i>

	Building Entries.
Compliant if Conditions of Approval are Met	<p>Standard: The pedestrian-oriented space for buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses shall include all of the following:</p> <ul style="list-style-type: none"> (a) Visual and pedestrian access (including barrier-free access) to the abutting structures from the public right-of-way or a nonvehicular courtyard; and (b) Paved walking surfaces of either concrete or approved unit paving; and (c) On-site or building-mounted lighting providing at least four (4) foot-candles (average) on the ground; and (d) At least three (3) lineal feet of seating area (bench, ledge, etc.) or one individual seat per sixty (60) square feet of plaza area or open space. <p>Staff Comment: See Comment above.</p>
✓	<p>Standard: The following areas shall not count as pedestrian-oriented space for buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses:</p> <ul style="list-style-type: none"> (a) The minimum required walkway. However, where walkways are widened or enhanced beyond minimum requirements, the area may count as pedestrian-oriented space if the Administrator of the Department of Community and Economic Development or designee determines such space meets the definition of pedestrian-oriented space. (b) Areas that abut landscaped parking lots, chain link fences, blank walls, and/or dumpsters or service areas. <p>Staff Comment: The proposed pedestrian oriented space does not include areas for required walkways or areas which abut parking lots, chain link fences, blank walls and/or dumpsters or service areas.</p>
N/A	<p>Standard: Outdoor storage (shopping carts, potting soil bags, firewood, etc.) is prohibited within pedestrian-oriented space.</p>
5. BUILDING ARCHITECTURAL DESIGN: <p>Intent: To encourage building design that is unique and urban in character, comfortable on a human scale, and uses appropriate building materials that are suitable for the Pacific Northwest climate. To discourage franchise retail architecture.</p>	
a. Building Character and Massing: <p>Intent: To ensure that buildings are not bland and visually appear to be at a human scale; and ensure that all sides of a building, that can be seen by the public, are visually interesting.</p> <p>Guidelines: Building facades shall be modulated and/or articulated to reduce the apparent size of buildings, break up long blank walls, add visual interest, and enhance the character of the neighborhood. Articulation, modulation, and their intervals should create a sense of scale important to residential buildings.</p>	
Compliant if Condition of Approval is Met	<p>Standard: All building facades shall include measures to reduce the apparent scale of the building and add visual interest. Examples include modulation, articulation, defined entrances, and display windows.</p> <p>Staff Comment: According to the massing study provided, the hotel building uses less of the development envelope than permitted by the zone (Exhibit 4). Massing along Lake</p>

	<p><i>Washington Blvd N is accentuated in three masses that wrap around the building. The building steps back along the north property line to transition the building with the Live/Work development to north. Along Lake Washington Blvd N the building is four-stories with a fifth story portion stepped back to reduce perceived mass from the public realm. The step backs which allow for upper story terraces/patios, in addition to the increase front yard setback (22-feet and 9-inches), help to avoid the impression of an oversized structure.</i></p> <p><i>The scale and bulk of the building is also reduced through the use of differing materials on the building facades. The building materials vary and are a combination of painted lap siding, stone, stucco, and vinyl windows (Exhibit 15). The stone along the street frontage has been wrapped into the courtyard as a base to reduce the scale of the building.</i></p> <p><i>While the applicant has incorporated design elements to reduce the apparent bulk of the building and has achieved an atypical Hampton Inn design, additional elements should be incorporated into the design in order to break the monotony of the street facing façade and comply with the intent of this standard. This standard could be met with the incorporation of additional ground level detail (see discussion under Ground Level Details)</i></p> <p><i>Better plan detail is necessary to determine whether the HVAC units are integrated into the window frames and whether the window system provides visual relief along facades. Specifically, it is unclear the recess depth for each window, which is important to best execute the window design. Providing adequate window depths would add some modulation and relief to all of the facades of the building. Therefore staff recommends, as a condition of approval, the applicant submit a revised elevation depicting some recess depth for each window, in which the HVAC unit is abutted directly below the window <u>and</u> within a frame that gives the appearance that it's an integrated window system. The revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval. See additional discussion under Ground Level Details.</i></p>
✓	<p>Standard: All buildings shall be articulated with one or more of the following:</p> <ul style="list-style-type: none"> a. Defined entry features; b. Bay windows and/or balconies; c. Roof line features; or d. Other features as approved by the Administrator. <p><u>Staff Comment:</u> See comment above.</p>
N/A	<p>Standard: Single purpose residential buildings shall feature building modulation as follows:</p> <ul style="list-style-type: none"> a. The maximum width (as measured horizontally along the building's exterior) without building modulation shall be forty feet (40'). b. The minimum width of modulation shall be fifteen feet (15'). c. The minimum depth of modulation shall be greater than six feet (6'). d. All buildings greater than one hundred sixty feet (160') in length shall provide a variety of modulations and articulations to reduce the apparent bulk and scale of the facade (as illustrated in District B above); or provide an additional special

	design feature such as a clock tower, courtyard, fountain, or public gathering area.
b. Ground-Level Details: Intent: To ensure that buildings are visually interesting and reinforce the intended human-scale character of the pedestrian environment; and ensure that all sides of a building within near or distant public view have visual interest. Guidelines: The use of material variations such as colors, brick, shingles, stucco, and horizontal wood siding is encouraged. The primary building entrance should be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting (illustration below). Detail features should also be used, to include things such as decorative entry paving, street furniture (benches, etc.), and/or public art.	
Compliant if Condition of Approval is met	<p>Standard: Human-scaled elements such as a lighting fixture, trellis, or other landscape feature shall be provided along the facade's ground floor.</p> <p><i>Staff Comment:</i> The applicant has proposed human-scaled elements such as windows, lighting fixtures, sun shades, or other landscape features along the majority of the Lake Washington Blvd N facade (Exhibit 4). However, additional ground level details and the provision of a prominent entry along the street are needed in order to create a stronger appearance at the ground level in relation to the overall building design as envisioned by the UC-N2 zone and the Design District.</p> <p>The addition of a continuous canopy (or a series of canopies) appropriately placed above the first level windows (and in particular the pedestrian entry facing westward leading to the outdoor dining patio) would provide a stronger appearance of the ground level in relation to overall building design, especially if it is designed with an upward angle to match the (shed) roofline above and allow sunlight into pedestrian plaza. Otherwise there is little projection from the face of the building on the west elevation that would add interest to this street-facing facade. The canopy would also provide a nice break in the continuous use of the stone veneer for the building's four bottom stories (currently without a break except for the windows), and emphasize the ground floor commercial portion of the building from hotel rooms above. The use of additional glazing on the ground floor would also serve to reinforce the human scale of the pedestrian plaza and the ground floor.</p> <p>Therefore staff recommends, as a condition of approval, the applicant submit revised elevations depicting added architectural detailing elements along the ground floor of the Lake Washington Blvd N facade. The applicant is encouraged to provide additional glazing and a continuous canopy (or a series of canopies) appropriately placed above the first level windows with an upward angle to mimic the (shed) roofline above with particular attention paid to the entry on the western facade. The revised elevations shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.</p>
Compliant if Condition of approval is met	<p>Standard: On any facade visible to the public, transparent windows and/or doors are required to comprise at least 50 percent of the portion of the ground floor facade that is between 4 feet and 8 feet above ground (as measured on the true elevation).</p> <p><i>Staff Comment:</i> See condition above.</p>
✓	<p>Standard: Upper portions of building facades shall have clear windows with visibility into and out of the building. However, screening may be applied to provide shade and energy efficiency. The minimum amount of light transmittance for windows shall be 50</p>

	percent. <i>Staff Comment: Upper portions of the windows have clear visibility into and out of the building.</i>
N/A	Standard: Display windows shall be designed for frequent change of merchandise, rather than permanent displays.
N/A	Standard: Where windows or storefronts occur, they must principally contain clear glazing.
✓	Standard: Tinted and dark glass, highly reflective (mirror-type) glass and film are prohibited. <i>Staff Comment: No tinted, dark, highly reflective (mirror-type) glass or film are included in the proposal.</i>
N/A	Standard: Untreated blank walls visible from public streets, sidewalks, or interior pedestrian pathways are prohibited. A wall (including building facades and retaining walls) is considered a blank wall if: (a) It is a ground floor wall or portion of a ground floor wall over 6 feet in height, has a horizontal length greater than 15 feet, and does not include a window, door, building modulation or other architectural detailing; or (e) Any portion of a ground floor wall has a surface area of 400 square feet or greater and does not include a window, door, building modulation or other architectural detailing.
N/A	Standard: If blank walls are required or unavoidable, blank walls shall be treated with one or more of the following: (a) A planting bed at least five feet in width containing trees, shrubs, evergreen ground cover, or vines adjacent to the blank wall; (b) Trellis or other vine supports with evergreen climbing vines; (c) Architectural detailing such as reveals, contrasting materials, or other special detailing that meets the intent of this standard; (d) Artwork, such as bas-relief sculpture, mural, or similar; or (e) Seating area with special paving and seasonal planting.
c. Building Roof Lines: Intent: To ensure that roof forms provide distinctive profiles and interest consistent with an urban project and contribute to the visual continuity of the district. Guidelines: Building roof lines shall be varied and include architectural elements to add visual interest to the building.	
Compliant if Condition of approval is met	Standard: Buildings shall use at least one of the following elements to create varied and interesting roof profiles: (a) Extended parapets; (b) Feature elements projecting above parapets; (c) Projected cornices; (d) Pitched or sloped roofs

	<p>(e) Buildings containing predominantly residential uses shall have pitched roofs with a minimum slope of one to four (1:4) and shall have dormers or interesting roof forms that break up the massiveness of an uninterrupted sloping roof.</p> <p><i>Staff Comment: The applicant has proposed a shed roof overhang with wood soffit and downlighting oriented towards Lake Washington. The shed roof shape adds an interesting dimension to the building's massing. However, this dimension is primarily visible from the south elevation and its presence is diminished on the north elevation. The overall roof pitch looks less pronounced (more flat) than previous iterations of the design. A higher pitch for the shed roof would strengthen the top of the building design, avoid the appearance of a flat roof, and add a more subtly distinctive profile for the project. Therefore staff recommends, as a condition of approval, the applicant increase the pitch of the shed roof element in order to strengthen the building design to the satisfaction of the Current Planning Project Manager. Revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</i></p>
	<p>d. Building Materials:</p> <p>Intent: To ensure high standards of quality and effective maintenance over time; encourage the use of materials that reduce the visual bulk of large buildings; and encourage the use of materials that add visual interest to the neighborhood.</p> <p>Guidelines: Building materials are an important and integral part of the architectural design of a building that is attractive and of high quality. Material variation shall be used to create visual appeal and eliminate monotony of facades. This shall occur on all facades in a consistent manner. High quality materials shall be used. If materials like concrete or block walls are used they shall be enhanced to create variation and enhance their visual appeal.</p>
<p>Compliant if Condition of approval is met</p>	<p>Standard: All sides of buildings visible from a street, pathway, parking area, or open space shall be finished on all sides with the same building materials, detailing, and color scheme, or if different, with materials of the same quality.</p> <p><i>Staff Comment: The applicant has proposed a variety of materials including: stone veneer, stucco, painted lap siding, wood soffits, vinyl windows, guardrails, and metal coping. The provided elevations are very conceptual and do not include the details necessary to determine compliance with the standard. Specifically:</i></p> <ol style="list-style-type: none"> <i>1. No details are provided for the 5th floor level guardrails. As the guardrail is shown as a long continuous detail on three elevations, it's important that more details on this element are provided prior to building permit approval (Exhibit 15).</i> <i>2. The "Manufactured Stone Veneer" used on several elevations, including most of the street facing elevation, is a significant material which will define the building's character (Exhibit 15). Without a sample at this time, as well as an understanding of the size of the individual veneer pieces and whether any mortar will show as part of its application, it's practically impossible to determine with the elevation drawings whether it's an acceptable material.</i> <i>3. While the horizontal lap siding and stucco materials are more familiar to staff a sample of the material is also needed in order to determine whether these would be acceptable materials.</i> <i>4. The provided elevations do not include specified colors (Exhibit 15). A color</i>

	<p>scheme which ensures a proper fit with surrounding properties would be required.</p> <ol style="list-style-type: none"> Particularly missing from the design set, provided by the applicant, are any finish materials intended for the retaining walls at the base of the west elevation, raised planter along the base of the south elevation, the metal screens on the fifth floor terraces, and the sunshades above the west-facing ground floor windows. No detail was provided for windows and frames (for both ground level and upper story windows), as well as any awnings and both decorative and functional exterior lighting fixtures. Finally, staff would need to better understand shape and finish of the two proposed columns use for the support of the shed roof at the northwest and southwest corners prior to approval of the building permit. The applicant would be required to distinguish the columns in some way to create variation and enhance the visual appeal of the top floor. <p>In order to ensure that quality materials are used staff recommends, as a condition of approval, the applicant submit a materials board subject to the approval of the Current Planning Project Manager prior to building permit approval. The board shall include color and materials for the following: guardrails, façade treatments, retaining walls, raised planters, metal screens, sunshades, windows/frames, and columns. Acceptable materials include a combination of brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass, cast-in-place concrete, or other superior materials approved at the discretion of the Administrator.</p>
Compliant if Condition of approval is met	<p>Standard: All buildings shall use material variations such as colors, brick or metal banding, patterns or textural changes.</p> <p><u>Staff Comment:</u> See comment above.</p>
Compliant if Condition of approval is met	<p>Standard: Materials shall be durable, high quality, and consistent with more traditional urban development, such as brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass and cast-in-place concrete.</p> <p><u>Staff Comment:</u> See comment above.</p>
N/A	<p>Standard: If concrete is used, walls shall be enhanced by techniques such as texturing, reveals, and/or coloring with a concrete coating or admixture.</p>
N/A	<p>Standard: If concrete block walls are used, they shall be enhanced with integral color, textured blocks and colored mortar, decorative bond pattern and/or shall incorporate other masonry materials.</p>
<p>5. SIGNAGE:</p> <p>Intent: To provide a means of identifying and advertising businesses; provide directional assistance; encourage signs that are both clear and of appropriate scale for the project; encourage quality signage that contributes to the character of the Urban Center and the Center Village; and create color and interest.</p> <p>Guidelines: Front-lit, ground-mounted monument signs are the preferred type of freestanding sign. Blade type signs, proportional to the building facade on which they are mounted, are encouraged on pedestrian-oriented streets. Alteration of trademarks notwithstanding, corporate signage should not be garish in color nor overly lit, although creative design, strong accent colors, and interesting</p>	

surface materials and lighting techniques are encouraged.	
Compliant if Condition of Approval is Met	<p>Standard: Entry signs shall be limited to the name of the larger development.</p> <p><u>Staff Comment:</u> The applicant provided a conceptual sign package which indicates the approximate location of some of the exterior building signage (Exhibit 4). The proposed signage includes wall signage with views from north and southbound traffic at Lake Washington Blvd N. A vertical blade sign and landscape monument sign located at entry plaza are also proposed to signify entry from the street.</p> <p>However, a complete signage package would serve to ensure proposed signage is in keeping with building's architecture and exterior finishes. Therefore staff recommends, as a condition of approval, the applicant be required to submit a conceptual sign package which indicates the approximate location of all exterior building signage. Proposed signage shall be compatible with the building's architecture and exterior finishes and contributes to the character of the development. The conceptual sign package shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</p> <p>In order to meet the intent of this condition, staff encourages the applicant to incorporate interesting signage into the shed roof canopy at the ground level (if one is added) (see Ground Level Details), in place of utilizing a monument sign. Wall signs on upper levels, are encouraged to be inset which would frame the sign and add interest to the facade to which the sign is affixed. A projecting blade sign above the porte-cochere may also add some interest to the building design. If a monument sign is desired, the sign should be strategically located to screen utility cabinets and fixtures.</p>
Compliant if Condition of Approval is Met	<p>Standard: Corporate logos and signs shall be sized appropriately for their location.</p> <p><u>Staff Comment:</u> See comment above.</p>
N/A	<p>Standard: In mixed use and multi-use buildings, signage shall be coordinated with the overall building design.</p>
Compliant if Condition of Approval is Met	<p>Standard: Freestanding ground-related monument signs, with the exception of primary entry signs, shall be limited to five feet (5') above finished grade, including support structure.</p> <p><u>Staff Comment:</u> See comment above.</p>
Compliant if Condition of Approval is Met	<p>Standard: Freestanding signs shall include decorative landscaping (ground cover and/or shrubs) to provide seasonal interest in the area surrounding the sign. Alternately, signage may incorporate stone, brick, or other decorative materials as approved by the Director.</p> <p><u>Staff Comment:</u> See comment above.</p>
✓	<p>Standard: All of the following are prohibited:</p> <ul style="list-style-type: none"> a. Pole signs; b. Roof signs; and c. Back-lit signs with letters or graphics on a plastic sheet (can signs or illuminated cabinet signs). Exceptions: Back-lit logo signs less than ten (10) square feet are

	<p>permitted as area signs with only the individual letters back-lit (see illustration, subsection G8 of this Section).</p> <p><u>Staff Comment:</u> The proposal does not include pole, roof, or back lit signage.</p>
<p>6. LIGHTING:</p> <p>Intent: To ensure safety and security; provide adequate lighting levels in pedestrian areas such as plazas, pedestrian walkways, parking areas, building entries, and other public places; and increase the visual attractiveness of the area at all times of the day and night.</p> <p>Guidelines: Lighting that improves pedestrian safety and also that creates visual interest in the building and site during the evening hours shall be provided.</p>	
<p><i>Compliant if Condition of Approval is Met</i></p>	<p>Standard: Pedestrian-scale lighting shall be provided at primary and secondary building entrances. Examples include sconces on building facades, awnings with down-lighting and decorative street lighting.</p> <p><u>Staff Comment:</u> The applicant has indicated compliance with the above lighting standard as well as the two standards mentioned below, in the submitted design district compliance narrative. Wall mounted fixtures are proposed to be provided at the stone columns along Lake Washington Blvd N. Recessed downlights are proposed to be integrated into the wood soffit at the entry plaza, drive aisle and loading area and landscape lighting and is proposed in the courtyard and plaza. However, a lighting plan was not submitted identifying compliance with these standards, as such, staff recommends a condition of approval that requires the applicant to provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties; at the time of building permit review. Pedestrian scale and downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075 Lighting, Exterior On-Site.</p>
<p><i>Compliant if Condition of Approval is met</i></p>	<p>Standard: Accent lighting shall also be provided on building facades (such as sconces) and/or to illuminate other key elements of the site such as gateways, specimen trees, other significant landscaping, water features, and/or artwork.</p> <p><u>Staff Comment:</u> See comment above.</p>
<p><i>Compliant if Condition of Approval is met</i></p>	<p>Standard: Downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075, Lighting, Exterior On-Site (i.e., signage, governmental flags, temporary holiday or decorative lighting, right-of-way-lighting, etc.).</p> <p><u>Staff Comment:</u> See comment above.</p>

- 26. Master and Hearing Examiner Site Plan Review:** Pursuant to RMC 4-9-200.B, Master Plan Review and Site Plan Review are required for all development in the UC-N2 zoning classification. For Master Plan applications compliance with the review criteria for Site Plans are analyzed at a general level of detail to ensure nothing would preclude the development of the Site Plan. Given Site Plan applications are evaluated for compliance with the specific requirements of the RMC 4-9-200.E.3 the following table contains project elements intended to comply with level of detail needed for both the Master and Site Plan requests:

Compliance	Site Plan Criteria and Analysis
------------	---------------------------------

Compliant if Conditions of Approval are Met	<p>a. Comprehensive Plan Compliance and consistency.</p> <p><i>Staff Comment: See Screening discussion under FOF 19, Comprehensive Plan Analysis.</i></p>
Compliant if Conditions of Approval are Met	<p>b. Zoning Compliance and Consistency.</p> <p><i>Staff Comment: See Screening discussion under FOF 20, Zoning Development Standard Compliance.</i></p>
Compliant if Conditions of Approval are Met	<p>c. Design Regulation Compliance and Consistency.</p> <p><i>Staff Comment: See Screening discussion under FOF 25, Design District Review.</i></p>
N/A	d. Planned action ordinance and Development agreement Compliance and Consistency.
✓	<p>e. Off Site Impacts.</p> <p>Structures: Restricting overscale structures and overconcentration of development on a particular portion of the site.</p> <p><i>Staff Comment: See FOF 25, Design District Review: Building Character and Massing.</i></p>
	<p>Circulation: Providing desirable transitions and linkages between uses, streets, walkways and adjacent properties.</p> <p><i>Staff Comment: All vehicular access to parking areas would be via one curb cut, along Lake Washington Blvd N, south of the building. The consolidation of curb cuts along the street would reduce conflict points between pedestrians and vehicles. The proposal promotes safe and efficient circulation through the single access point.</i></p>
	<p>Loading and Storage Areas: Locating, designing and screening storage areas, utilities, rooftop equipment, loading areas, and refuse and recyclables to minimize views from surrounding properties.</p> <p><i>Staff Comment: See FOF 20, Zoning Development Standard: Screening.</i></p>
	<p>Views: Recognizing the public benefit and desirability of maintaining visual accessibility to attractive natural features.</p> <p><i>Staff Comment: There are no territorial views for which to maintain visual accessibility with the exception of potential views, from the live/work units to the north, to Mt. Rainier. Staff received no comments from adjacent properties regarding views.</i></p> <p><i>Views of the site would be altered with the proposed development. However, the proposed hotel would be architecturally compatible with the surrounding environment in terms of bulk and scale, exterior materials, and color if all conditions are met.</i></p> <p><i>The proposed hotel would establish new visual access for patrons to Mt. Rainier from the south façade and roof deck until such time the neighboring hotel on the abutting property to the south is constructed.</i></p> <p><i>Additionally, the outdoor terrace, adjacent to pool area, as well as the roof deck and hotel rooms on the west façade would be able to enjoy visual access to Lake Washington across Gene Coulon Park.</i></p>
	<p>Landscaping: Using landscaping to provide transitions between development and surrounding properties to reduce noise and glare, maintain privacy, and generally</p>

Compliant if Condition of Approval is met	<p>enhance the appearance of the project.</p> <p><u>Staff Comment:</u> See discussion under FOF 20, Zoning Development Standard: Landscaping.</p>
	<p>Lighting: Designing and/or placing exterior lighting and glazing in order to avoid excessive brightness or glare to adjacent properties and streets.</p> <p><u>Staff Comment:</u> A lighting plan was not provided with the application; therefore staff recommended that a lighting plan be provided at the time of building permit review (See Lighting discussion under FOF 25, Design Review: Lighting).</p>
	<p>f. On Site Impacts.</p>
	<p>Structure Placement: Provisions for privacy and noise reduction by building placement, spacing and orientation.</p> <p><u>Staff Comment:</u> The building has a primary orientation to the west. The entrance has a large porte-cochere to provide both an architectural entry statement and weather protection for hotel guests arriving and departing by car, van, or tour bus.</p> <p>Location of the hotel's main vehicular and pedestrian entrance is located on the south side of the site, furthest from the existing residential units to the north. The building also vertically steps back along north property line to transition to the Live/Work development to the north. With the front yard building setback at 22-feet and the location of the rooms on the northern façade the privacy of the existing residential units to the north and the proposed hotel guest would be protected.</p> <p>It is anticipated that most of the noise impacts would occur during the construction phase of the project. The applicant has submitted a Construction Mitigation Plan that provides measures to reduce construction impacts such as noise, control of dust, traffic controls, etc. In addition, the project would be required to comply with the City's noise ordinance regarding construction hours.</p> <p>Structure Scale: Consideration of the scale of proposed structures in relation to natural characteristics, views and vistas, site amenities, sunlight, prevailing winds, and pedestrian and vehicle needs.</p> <p><u>Staff Comment:</u> The hotel complies with the height standards of the UC-N2 zoning classification. According to the massing study provided, the hotel building uses less of the development envelope than permitted by the zone. The building steps back along the north property line to transition the building to the Live/Work development to the north. Additionally, the building is four-stories along street frontage with a fifth story portion stepped back to reduce perceived mass from the public realm. The step backs help to avoid the impression of an oversized structure and allow for upper story terraces/patios.</p> <p>The scale and bulk of the building is reduced through the use of differing materials on the building facades, building articulation and modulation. The building materials vary and are a combination of painted lap siding, stone, stucco, and vinyl windows (Exhibit 15).</p> <p>The proposed structure would not have a significant impact on light access or air movement on adjacent properties. The use of the project is not influenced by factors of light or air. While the upper story decks will be exposed to the prevailing winds from the south, the location of the terrace on the north side of the building would provide protection from winds and would provide an alternative outdoor space for guests. The</p>

design of the structure would not result in excessive shading of the property.

The use of trees in along the street would provide shading of the sidewalk and plaza areas with little, impact on adjacent properties. The applicant would be required to provide a detailed landscape plan to the Current Planning Project Manager prior to construction permit approval.

The pedestrian plaza has been strategically placed on site in order take advantage of sun exposure from the south and west most times of the year and would likely only be shaded at certain times of the day during the winter months.

If all recommended conditions of approval are met the building's ground floor street frontage will be visually distinct from the upper floors of the building to create a well-defined, pedestrian-scaled base. Entrance canopies, exterior lighting elements, planted containers and outdoor dining furniture at the street intersection is recommended to be used to reinforce the pedestrian scale and orientation of the ground floor frontage.

Natural Features: Protection of the natural landscape by retaining existing vegetation and soils, using topography to reduce undue cutting and filling, and limiting impervious surfaces.

Staff Comment: *The site is currently developed with a small espresso stand and an asphalt drive aisle. The remainder of the site exists as a combination of grassy and forested areas. There are 42 trees located on site consisting of the following species: alder, cottonwood, fir, and maple. Per RMC4-4-130 the applicant is required to retain 10 percent of the trees on site. The applicant is proposing to retain 34 trees on site thereby complying with the tree retention requirements of the code.*

The applicant provided a geotechnical report, prepared by Earth Solutions Northwest (ESMW), on December 18, 2014 (Exhibit 7). Topsoil was observed in the upper 12 inches from existing grade. Underlying the topsoil, native soils consisting primarily of medium dense to dense silt, silty sand, poorly graded sand, and silty gravel with sand were encountered to a maximum exploration depth of 41.5 feet below grade. Shallow groundwater was observed at depths of 9 to 13 feet below existing grades and is likely to represent a locally perched condition. A deeper ground water condition was observed at depths of 23 to 25 feet below grade and likely represents the local ground water table. Based on the results of the geotechnical study the proposed facility could be supported by conventional spread and continuous footings.

The applicant is proposing the excavation of approximately 40,000 cubic yards of on-site material that would be removed from the site. Approximately, 5,000 cubic yards of structural fill would be imported. Excavated material may be used, if suitable, in compacted fills on site.

It is also expected that below grade cuts would be to approximately 25 to 45 feet. Given the location of the groundwater table, measures to collect and discharge groundwater from the proposed excavations is anticipated as well as permanent sub-slab drainage to mitigate groundwater conditions. However, the provided geotechnical report includes a request for the reevaluation of measures/recommendations to address groundwater at the time of final construction design. Given the shallow groundwater table a SEPA mitigation measure was imposed requiring the applicant to provide an updated Geotechnical Report with a reevaluation and specific recommendations to address groundwater conditions related to excavation and permanent sub-slab drainage. Additionally, another SEPA mitigation measure was imposed requiring compliance with all design recommendations included

Compliant if Condition of Approval is met	<p><i>within the Geotechnical Report.</i></p> <p><i>Critical slopes on site represent approximately 24,000 square feet. The applicant is proposing to encroach into 4,185 square feet of critical slope necessitating a critical area variance per RMC 4-3-100 (See FOF 23, Critical Area Variance Analysis). Approximately 56% of the site would remain in a natural state, which is well beneath the requirements of the UC-N2 zone.</i></p>
	<p>Landscaping: Use of landscaping to soften the appearance of parking areas, to provide shade and privacy where needed, to define and enhance open spaces, and generally to enhance the appearance of the project. Landscaping also includes the design and protection of planting areas so that they are less susceptible to damage from vehicles or pedestrian movements.</p> <p><u>Staff Comment:</u> See FOF 20, Zoning Development Standard: Landscaping.</p>
	<p>g. Access</p>
	<p>Location and Consolidation: Providing access points on side streets or frontage streets rather than directly onto arterial streets and consolidation of ingress and egress points on the site and, when feasible, with adjacent properties.</p> <p><u>Staff Comment:</u> All vehicular access to parking areas would be via a single curb cut along Lake Washington Blvd N at the south end of site. The location of the curb cut would minimize conflict with the existing curb cut on the abutting property to the north. Additionally, the applicant has provided two levels of below ground parking provided with an entry into garage located at the rear of building in order to reduce conflicts. Additionally, service elements (trash/recycling) are located within the building adjacent to the parking garage entry, to reduce impacts on pedestrians.</p> <p><i>The proposed development is expected to maintain the safety and efficiency of pedestrian and vehicle circulation on the site if all conditions of approval are complied with.</i></p>
	<p>Internal Circulation: Promoting safety and efficiency of the internal circulation system, including the location, design and dimensions of vehicular and pedestrian access points, drives, parking, turnarounds, walkways, bikeways, and emergency access ways.</p> <p><u>Staff Comment:</u> See Location and Consolidation discussion above.</p>
	<p>Loading and Delivery: Separating loading and delivery areas from parking and pedestrian areas.</p> <p><u>Staff Comment:</u> There are no dedicated loading or delivery areas proposed on site.</p>
	<p>Transit and Bicycles: Providing transit, carpools and bicycle facilities and access.</p> <p><u>Staff Comment:</u> Per RMC 4-4-080F.11.a bicycle parking spaces are required at 10% of the number of required off-street parking spaces. Based on the proposed uses, a minimum of 111 parking spaces would be required in order to meet code. Therefore, 11 bicycle parking stalls shall be required. The applicant has proposed bicycle parking on Level 1 (Ground level) (Exhibit 17). For in-building bike parking fixed structures for locking individual bikes, such as racks, must be provided within the facility.</p> <p><i>It is unclear if the proposal provides fixed structures for locking individual bikes. Therefore staff recommends, as a condition of approval, the applicant submit bicycle parking detail demonstrating compliance with the bicycle requirements outlined in</i></p>

	<p>RMC 4-4-080F.11.c for fixed structures. The bicycle parking detail shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.</p> <p>Pedestrians: Providing safe and attractive pedestrian connections between parking areas, buildings, public sidewalks and adjacent properties.</p> <p><u>Staff Comment:</u> See FOF 25, Design District Compliance</p>
✓	<p>h. Open Space: Incorporating open spaces to serve as distinctive project focal points and to provide adequate areas for passive and active recreation by the occupants/users of the site.</p> <p><u>Staff Comment:</u> See FOF 25, Design District Compliance: Recreation Areas and Common Open Space.</p>
✓	<p>i. Views and Public Access: When possible, providing view corridors to shorelines and Mt. Rainier, and incorporating public access to shorelines</p> <p><u>Staff Comment:</u> The proposed structure would not block view corridors to shorelines or Mt. Rainier. The public access requirement is not applicable to the proposal.</p>
N/A	<p>j. Natural Systems: Arranging project elements to protect existing natural systems where applicable.</p>
Compliant if Conditions of Approval are met	<p>k. Services and Infrastructure: Making available public services and facilities to accommodate the proposed use:</p>
	<p>Police and Fire.</p> <p><u>Staff Comment:</u> Police and Fire Prevention staff indicated that sufficient resources exist to furnish services to the proposed development; if the applicant provides Code required improvements and fees. A Fire Impact Fee, based on new multi-family units and square foot of non-residential area is required in order to mitigate the proposal's potential impacts to City emergency services. The applicant would be required to pay an appropriate Fire Impact Fee.</p>
	<p>Water and Sewer.</p> <p><u>Staff Comment:</u> The site is served by the City of Renton for all utilities. It has been determined that the preliminary fire flow demand for the proposed development is 2,500 gpm. There is an existing 12-inch water main in Lake Washington Blvd N which would provide adequate fire flow to the proposal.</p> <p>There is an 8-inch sewer main in Lake Washington Blvd N which is of sufficient size to support the proposed development. Any use in the building (kitchen, restaurant) involving the handling of grease requires installation of a properly sized grease interceptor. A system development fee for sewer is based on the size of the new domestic water to serve the proposed project.</p>
	<p>Drainage.</p> <p><u>Staff Comment:</u> The site is located within the Lake Washington Drainage basin. Runoff from the site currently drains to the southwest of the project site and then travels along Lake Washington Blvd N. The drainage then continues to travel south and crosses the railroad tracks and then continues south underneath the roadway via a 12-inch culvert. The drainage then travels southwest along Lake Washington Blvd in a roadside ditch until it travels underneath Lake Washington Blvd via four separate</p>

culverts (two 54-inch and two 48-inch culverts). The flows then head north via roadside ditches and several culverts eventually discharging directly into Lake Washington.

A preliminary drainage plan and drainage report has been submitted with the site plan application, prepared by Insight Engineering Co., dated December 19, 2015 (Exhibit 6). The report addresses compliance with the 2009 King County Surface Water Manual and the 2009 City of Renton Amendments to the KCSWM, Chapters 1 and 2.

The applicant has indicated that there is a lack of downstream conveyance and there is theoretical 100-year flooding at the box culvert that discharges into Lake Washington. As a result, the proposal includes a tight lined connection to a 15-inch pipe underneath Lake Washington Blvd north of the project site. The report indicates the proposal is exempt from water quality requirements as the total pollution generating surfaces is 3,982 square feet which is less than the 5,000 square foot threshold.

While City staff concurs with the stated water quality exemption the proposed storm water system layout is not acceptable to City staff. The proposed discharge location is not the natural discharge location and as a result Core Requirement No.1 would not be met. Additionally, the proposed stormwater connection to an existing City Parks drainage system is not supported by the City's Parks Department and may also be subject to review by BNSF depending on the location of the connection. Therefore staff recommends, as a condition of Hearing Examiner Site Plan approval, the applicant submit a revised Drainage Report and Plan in compliance with Core Requirement No. 1. Specifically, the applicant would be required to redesign the discharge of stormwater from the subject site to the natural discharge location to the south. The revised plan would be required to include stormwater conveyance along the entire frontage along Lake Washington Blvd extending southward to connect with the existing storm water pipe at the Lake Washington Blvd N/Houser Way intersection. The revised report shall also include a detailed description demonstrating compliance with the Direct Discharge exemption criteria per the 2009 Surface Water Design Manual. Finally, the revised report would be required to include a downstream capacity analysis (existing and future land use conditions) for the natural discharge direction. A detention vault or downstream capacity improvements would be required if the downstream quantitative analysis reveals downstream capacity is not adequate and/or the Direct Discharge exemption criteria is not met.

Transportation.

Staff Comment: Access to the site is proposed via a single curb cut from Lake Washington Blvd N. The applicant submitted a Traffic Impact Analysis (TIA) prepared by Gibson Traffic Consultant, dated October, 2013 as part of the original submittal. Based on public comments received, staff required an evaluation by an independent qualified professional regarding the applicant's transportation analysis and the effectiveness of any proposed mitigating measures. Before the independent review could be completed the City received a submitted a revised Traffic Impact Analysis (TIA) prepared by Gibson Traffic Consultants, dated June 4, 2014 (Exhibit 8) to reflect revisions to the scope of the proposed project.

On August 5, 2014, an independent peer review of the provided June 4, 2014 TIA was provided to the City by Perteet (Exhibit 9). Applicable comments from the independent reviewer are provided below.

The provided TIA (Exhibit 8) and found it met the intent of the TIA guidelines and is

generally acceptable for preliminary review with recommendations for minor revisions which are not anticipated to change the likelihood of significant adverse impacts.

Temporary Impacts: Given the concentration of potential development to occur in the immediate vicinity of the project site (Southport, Residence Inn, Gene Coulon Park, etc.) within the same construction time frame, staff anticipates that the proposed project would contribute to short term impacts to the City's street system. Therefore, Environmental Review Committee imposed a SEPA mitigation measure requiring the applicant create a public outreach plan in coordination with City of Renton to communicate with road users, the general public, area residences and businesses, and appropriate public entities about project information; road conditions in the work zone area; and the safety and mobility effects of the work zone.

Level of Service: It is anticipated that the proposed development would generate approximately 1,021 average daily trips with 66 AM peak-hour trips and 75 PM peak-hour trips. The provided analyzed two locations (Exhibit 8):

Intersection 1: Lake Washington Blvd N at Gene Coulon Park entrance/Houser Way

Intersection 2: Lake Washington Blvd N at Site Access

The provided analysis notes that the intersection of Lake Washington Blvd N at Gene Coulon Park entrance/Houser Way will operate at deficient LOS F with the conservatively high Southport Development volumes, regardless of whether the subject project is constructed. It is important to note that the actual impacts of the Southport Development are anticipated to be lower and the intersection is anticipated to operate at LOS E or better with the actual reduced impacts of the Southport Development.

Comments were received regarding the need for LOS analysis at additional intersections not included in the provided TIA given the number of trips at each intersection (Exhibit 10). While the number of trips were used to determine the need for a traffic study (20 peak hour trips), specific percentage increases in trips are used to determine the need to analyze a specific intersection. More specifically the TIA guidelines require that intersections which experience a 5% increase in peak hour traffic volumes as a result of a proposed development are to be studied. The Southport/Gene Coulon Park entrance/Lake Washington Blvd N intersection was the single intersection which met this threshold. The intersection at 44th and Lake Washington Blvd N would not meet the 5% criteria and therefore would not be required to be analyzed.

As for the request to analyze the Houser Way conversion intersection, the City has independently studied the two-way conversion of Houser Way. The study concluded that converting Houser Way to a two-way street would provide an alternative route for traffic to continue northbound on Lake Washington Blvd N, continue through the intersection to Coulon Park and Southport, and continue southbound on Lake Washington Blvd N. This improvement could potentially improve the level of service of the overall Southport/Gene Coulon Park entrance/Lake Washington Blvd N intersection. As a result, the applicant's analysis without the two-way Houser Way project is considered a more conservative (worse case) scenario and is sufficient for review in determining probable significant impacts.

The following pipeline projects were also considered when looking at levels of service: Hawk's Landing – Hotel development; Quendall Terminals – Residential and commercial development; and Southport Development – Residential and commercial

development. The analysis for the Quendall Terminals and Southport developments both included multiple development scenarios. The highest trip generating scenario, which resulted in the highest impacts to the study intersections, were included for both developments. However, a detailed table should be included in the report that identifies the pipeline projects, the size of each project, and the number of trips generated by each project used in the analysis. Therefore staff recommends, as a condition Hearing Examiner for Site Plan Review approval, the TIA be revised to include a detailed table for each pipeline project. The revised TIA shall be submitted to the Plan Reviewer prior to engineering permit approval.

The analysis has been performed for the horizon year of 2015 based on a former timeline of the project. As a result, staff recommends a condition of Hearing Examiner Site Plan approval, the applicant revise the transportation study prior to engineering permit approval to change the horizon year to the year that the project will be constructed (currently proposed for 2016).

Concerns were raised regarding the methods for the collection of transportation data, within the provided TIA, in the submitted public comment letter (Exhibit 10). It should be noted that the analysis performed by the applicant is on data collected in August 2013, which represents summer conditions and the influence of seasonal visitors and boat traffic. However, the TIA does not present AM peak directional volumes. Likewise the analysis adequately presents the turning movements at the two study area intersections analyzed for the PM peak hour, but no data for the AM peak. Therefore staff recommends, as a condition of Hearing Examiner Site Plan approval, the applicant submit a revised TIA which includes a discussion of the AM peak hour trips and/or a justification for the exclusion of the AM peak hour trips from the analysis. The revised TIA shall be submitted to, and approved by, the Plan Reviewer prior to engineering permit approval.

The TIA identifies no specific mitigation requirement for site development other than full frontage improvements and appropriate transportation impact mitigation fees. Included in the public comment letter is a concern that the proposed development is not paying for its fair share of costs for Lake Washington Blvd N/Gene Coulon Park/Houser Way intersection improvements being completed as part of the Southport development (Exhibit 10). While the proposed development is not expected to impact the Level of Service of the intersection additional trips would be generated by the proposed development which would impact the intersection. A SEPA mitigation measure was imposed requiring that a prorated share of the traffic signal and roadway improvement costs (currently being constructed by SECO Development) be collected from the proposed project based upon the ratio of number of trips that will be added by the project to the number of future baseline trips at the Southport/Gene Coulon Park entrance/Lake Washington Blvd N Intersection.

Finally, increased traffic created by the development on the remainder of the transportation system would be mitigated by payment of transportation impact fees. Currently this fee is assessed at \$1,512.77 per room (estimated \$158,840.85 for 105 hotel rooms). The fee is expected to increase in 2016 and is determined by the Renton Municipal Code at the time of building permit issuance.

Concurrency: Staff recommends a transportation concurrency approval based upon a test of the citywide Transportation Plan, consideration of growth levels included in the LOS-tested Transportation Plan, payment of a Transportation Mitigation Fee, and an application of site specific mitigation (Exhibit 12).

N/A**I. Phasing:** The applicant is not requesting any additional phasing.**K. RECOMMENDATION:**

Staff recommends approval of the Master Site Plan, Site Plan, Parking Modification, Street Modification, Critical Area Variance, and Setback Variance for the Renton Hampton Inn & Suites, File No. LUA14-000061, as depicted in Exhibit 2, subject to the following conditions:

1. The applicant shall comply with the six mitigation measures issued as part of the Determination of Non-Significance Mitigated, dated March 16, 2015.
2. The applicant shall submit a detailed landscape plan depicting significant landscaping along the street frontage, within planters adjacent to the building or within common open spaces, and roof patio screens. The landscape plan shall also include a planting plan for cleared areas which enhance slope stability. The landscaping plan shall be submitted to, and approved by, the Current Planning Project Manager prior to engineering permit approval.
3. The applicant shall provide a detailed plan identifying the location and screening provided for surface and roof mounted equipment. The screening plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
4. The proposal shall be revised to include an additional 285 square feet of area dedicated to refuse and recyclables. Alternatively, the applicant may request an Administrative modification, pursuant to RMC 4-9-250, in order to reduce the square footage required. The revised floor plan or Administrative Modification request shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
5. The applicant shall be required to demonstrate there is adequate area for refuse pickup within the parking structure which may require the relocation of a parking stall(s). The revised floorplan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
6. The applicant shall be required to revise the parking plan to include a total of 105 stalls and the following: relocation of proposed stalls which would preclude refuse and recycle pickup; the provision of adequate ADA accessible parking stalls; and the replacement of tandem parking spaces with direct access stalls. The revised parking plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
7. The applicant shall submit a revised site plan depicting a 4.5 foot (subject to a final survey) right-of-way dedication along Lake Washington Blvd N. The revised site plan shall be submitted to, and approved by, the Plan Reviewer prior to construction permit approval.
8. A revised Geotechnical report shall be submitted prior to engineering permit approval noting proposed impacts to steep slopes and any changes in recommendations accordingly. The geotech report would also be required to include information regarding the stability for soil infiltration, with recommendations of appropriate flow control BMP options. If infiltration is proposed, then falling head permeability rates are required to be provided.
9. The applicant shall submit a detailed common open space/plaza plan which includes specifications for pedestrian amenities that add to the pedestrian experience and the human scale intended for the development. The plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
10. The applicant shall submit a revised elevation depicting some recess depth for each window, in which the HVAC unit is abutted directly below the window and within a frame that gives the appearance that

it's an integrated window system. The revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.

11. The applicant shall submit revised elevations depicting added architectural detailing elements along the ground floor of the Lake Washington Blvd N facade. The applicant is encouraged to provide additional glazing and a continuous canopy (or a series of canopies) appropriately placed above the first level windows with an upward angle to mimic the (shed) roofline above with particular attention paid to the entry on the western facade. The revised elevations shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
12. The applicant shall increase the pitch of the shed roof element in order to strengthen the building design to the satisfaction of the Current Planning Project Manager. Revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
13. The applicant shall submit a materials board subject to the approval of the Current Planning Project Manager prior to building permit approval. The board shall include color and materials for the following: guardrails, façade treatments, retaining walls, raised planters, metal screens, sunshades, windows/frames, and columns. Acceptable materials include a combination of brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass, cast-in-place concrete, or other superior materials approved at the discretion of the Administrator.
14. The applicant shall be required to submit a conceptual sign package which indicates the approximate location of all exterior building signage. Proposed signage shall be compatible with the building's architecture and exterior finishes and contributes to the character of the development. The conceptual sign package shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
15. The applicant shall provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties; at the time of building permit review. Pedestrian scale and downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075 Lighting, Exterior On-Site.
16. The applicant shall submit bicycle parking detail demonstrating compliance with the bicycle requirements outlined in RMC 4-4-080F.11.c for fixed structures. The bicycle parking detail shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
17. The applicant shall submit a revised Drainage Report and Plan in compliance with Core Requirement No. 1. Specifically, the applicant would be required to redesign the discharge of stormwater from the subject site to the natural discharge location to the south. The revised plan would be required to include stormwater conveyance along the entire frontage along Lake Washington Blvd extending southward to connect with the existing storm water pipe at the Lake Washington Blvd N/Houser Way intersection. The revised report shall also include a detailed description demonstrating compliance with the Direct Discharge exemption criteria per the 2009 Surface Water Design Manual. Finally, the revised report would be required to include a downstream capacity analysis (existing and future land use conditions) for the natural discharge direction. A detention vault or downstream capacity improvements would be required if the downstream quantitative analysis reveals downstream capacity is not adequate and/or the Direct Discharge exemption criteria is not met.
18. The TIA shall be revised to include a detailed table for each pipeline project. The revised TIA shall be submitted to the Plan Reviewer prior to engineering permit approval.
19. The applicant shall revise the transportation study prior to engineering permit approval to change the horizon year to the year that the project will be constructed (currently proposed for 2016).

20. The applicant shall submit a revised TIA which includes a discussion of the AM peak hour trips and/or a justification for the exclusion of the AM peak hour trips from the analysis. The revised TIA shall be submitted to, and approved by, the Plan Reviewer prior to engineering permit approval.

EXPIRATION PERIODS:

Pursuant to RMC 4-9-200 the Hearing Examiner shall determine, and document in writing, an appropriate expiration date for the master plan, granting up to five (5) years. An applicant shall submit a complete site plan application for the development within the specified time frame if a site plan was not combined with the master plan application. The Administrator may grant a one year extension for good cause.

Site Plan Approval expires two (2) years from the date of approval. An extension may be requested pursuant to RMC section 4-9-200.

Pursuant to RMC 4-9-250 any variance granted, unless otherwise specified in writing, shall become null and void in the event that the applicant or owner of the subject property for which a variance has been requested has failed to commence construction or otherwise implement effectively the variance granted within a period of two (2) years after such variance has been issued. For proper cause shown, an applicant may petition for an extension of the two (2) year period during the variance application review process, specifying the reasons for the request. The time may be extended but shall not exceed one additional year in any event.



EXHIBITS

Project Name: Renton Hampton Inn & Suites		Project Number: LUA14-000061, SA-M, SA-H, ECF, MOD, MOD, VA-A, VA-H	
Date of Hearing 4/7/2015	Staff Contact Rocale Timmons	Project Contact/Applicant Faizel Kassam	Project Location 1300 Lake Washington Blvd N

The following exhibits were entered into the record:

- Exhibit 1: ERC Report
- Exhibit 2: Site Plan
- Exhibit 3: Landscape Plan
- Exhibit 4: Renderings/ Design Package
- Exhibit 5: Tree Removal Plan
- Exhibit 6: Drainage Report (May 1, 2015)
- Exhibit 7: Geotechnical Report (December 18, 2014)
- Exhibit 8: Traffic Impact Analysis (dated June 4, 2014)
- Exhibit 9: Independent Peer Review – Transportation (August 5, 2014)
- Exhibit 10: Public Comment Letter: Christ
- Exhibit 11: Applicant Response to Christ Comment Letter
- Exhibit 12: Transportation Concurrency Memo
- Exhibit 13: SEPA Determination and Mitigation Measures (dated March 16, 2015)
- Exhibit 14: Parking Analysis (dated November, 2014)
- Exhibit 15: Elevations
- Exhibit 16: Request for Exception (dated January 16, 2014)
- Exhibit 17: Floorplans
- Exhibit 18: Hearing Examiner Staff Recommendation (dated April 7, 2015)



ENVIRONMENTAL REVIEW COMMITTEE REPORT

ERC MEETING DATE: March 16, 2015

Project Name: Renton Hampton Inn & Suites

Owner/Applicant: Faizel Kassam, Legacy Renton; 10700 NE 4th St, #3006; Bellevue, WA 98004

Contact: Scott Clark, Clark Design Group; 169 Western Ave W; Seattle, WA 98119

File Number: LUA14-000061, SA-M, SA-H, ECF, MOD, MOD, VA-A

Project Manager: Rocale Timmons, Senior Planner

Project Summary: The applicant is requesting Master Site Plan Review, Site Plan Review, Environmental Review, a Parking Modification, Street Modification, and a Critical Area Variance in order to construct a 105 guest room hotel and structured parking area. The subject property is located on the east side of Lake Washington Blvd N just north of Houser Way N at 1300 Lake Washington Blvd N. The project site totals 55,000 square feet in area and is located within the Urban Center North - 2 (UC-N2) zone and Design District 'C'. The proposed hotel would be approximately 5 stories above grade in height. A total of 105 parking stalls would be primarily provided in a two-level below grade parking garage with two stalls provided at grade. Access is proposed via Lake Washington Blvd N. The site contains critical and sensitive slopes. Additionally, the site is located in an erosion hazard area and a moderate landslide hazard area. The applicant is requesting a Modification from RMC 4-4-080 in order to reduce the number of required parking stalls from 111 to 105 stalls. The applicant is requesting a Modification from RMC 4-6-060 in order to reduce the amount of right-of-way dedication from 11.5 feet to 2.5 feet along Lake Washington Blvd N. The applicant is also requesting a Variance in order to encroach into critical slopes on site (4,185 square feet).

Project Location: 1300 Lake Washington Blvd N

Site Area: 1.26 acres

STAFF RECOMMENDATION: Staff Recommends that the Environmental Review Committee issue a Determination of Non-Significance - Mitigated (DNS-M).

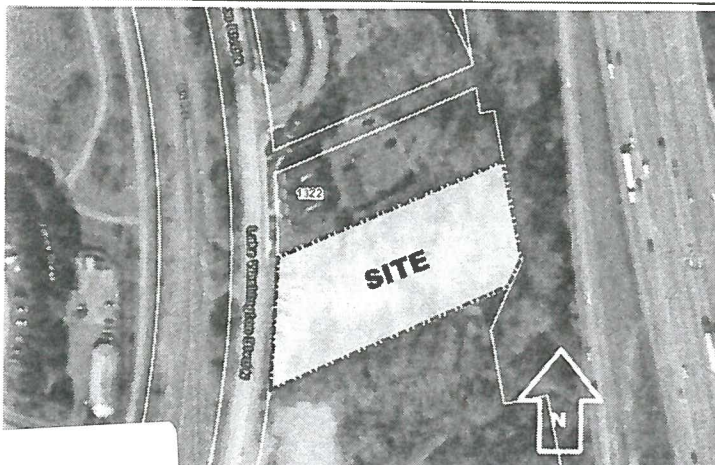
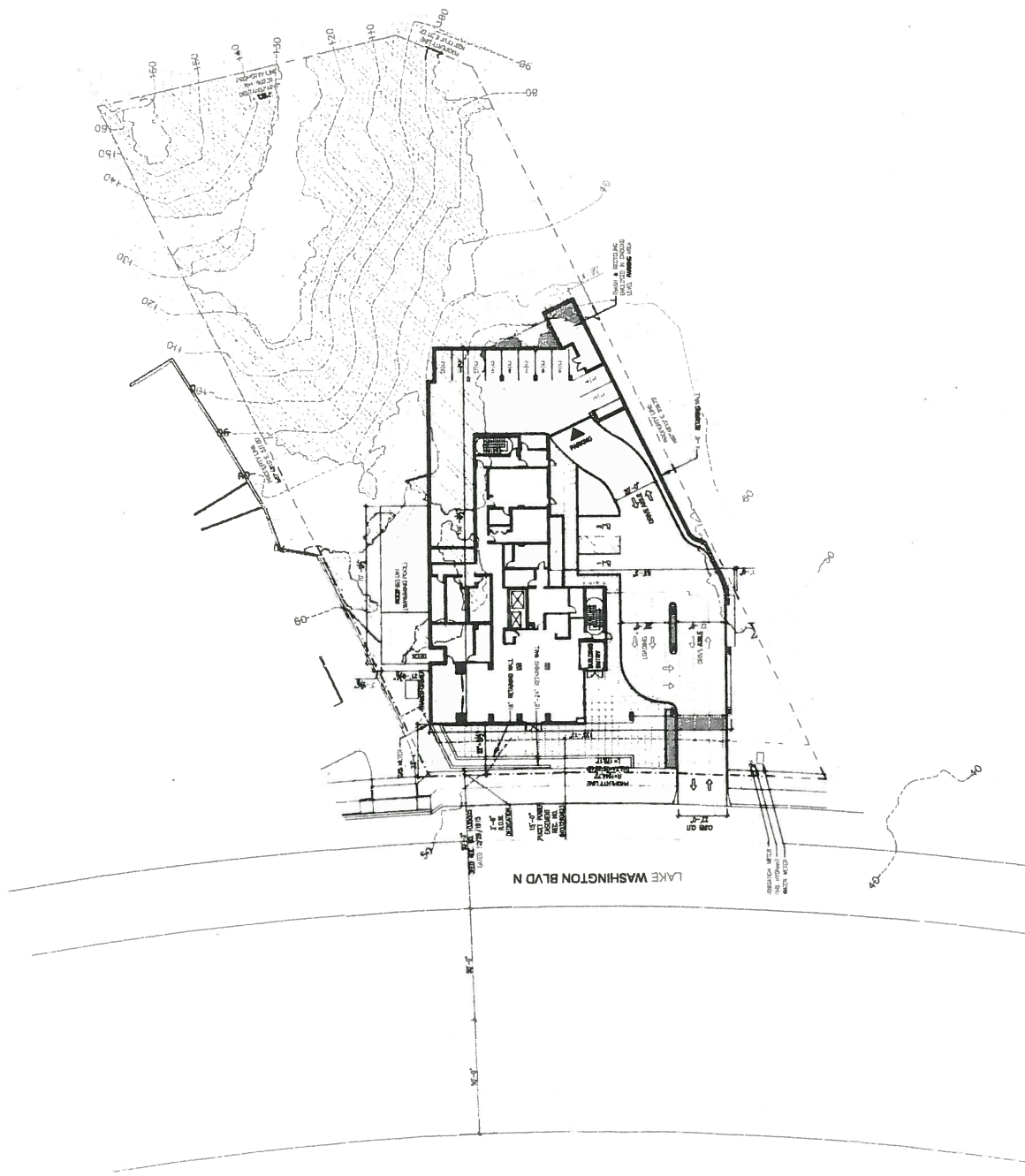


EXHIBIT 1

Project Location Map



01 SITE PLAN
A0.1 SCALE 1" = 20'-0"

EXHIBIT 2

SITE PLAN

SHEET NO.

A0.1

DATE: 12/27/14
DRAWN BY: JAC
CHECKED BY: JAC
APPROVED BY: JAC
REVISIONS:



RENON HOTEL
1300 LAKE WASHINGTON BOULEVARD NORTH
RENTON, WA 98056

Design Group PLLC
188 Western Avenue
Seattle, Washington 98119
T 206.779.7000 F 206.779.7010

Entire Document
Available Upon Request



Hampton Inn & Suites - Renton
1300 Lake Washington Blvd North

Land Use Application - Supplemental Package

22 December 2014

CLARK
DESIGN GROUP PLLC

EXHIBIT 4



INSIGHT ENGINEERING CO.

Entire Document
Available Upon Request

TECHNICAL INFORMATION REPORT For LEGACY RENTON

Prepared for
City of Renton
Renton City Hall - 6th Floor
1055 South Grady Way
Renton, WA 98057

Project Site Location:
1300 Lake Washington Boulevard N.
Renton, WA 98056

Applicant:
Legacy Hospitality, Inc.
6501 America's Parkway NE -Suite 1050
Albuquerque, NM 87110
Contact: Fazel Kassam
Ph. (505)243-6000

Contact:
IECO
P.O. Box 1478
Everett, WA 98206
425-303-9363

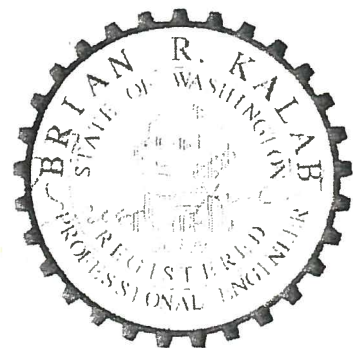
Tax Id: 3344500007
File # : _____
IECO Project: 13-0623

Certified Erosion and Sedimentation Control Lead:
To be named by contractor

Stormwater Site Plan Prepared By:
Jacob D. Mealey, E.I.T.

TIR Preparation Date:
December 19, 2014

Approximate Construction Date:
May 1, 2015



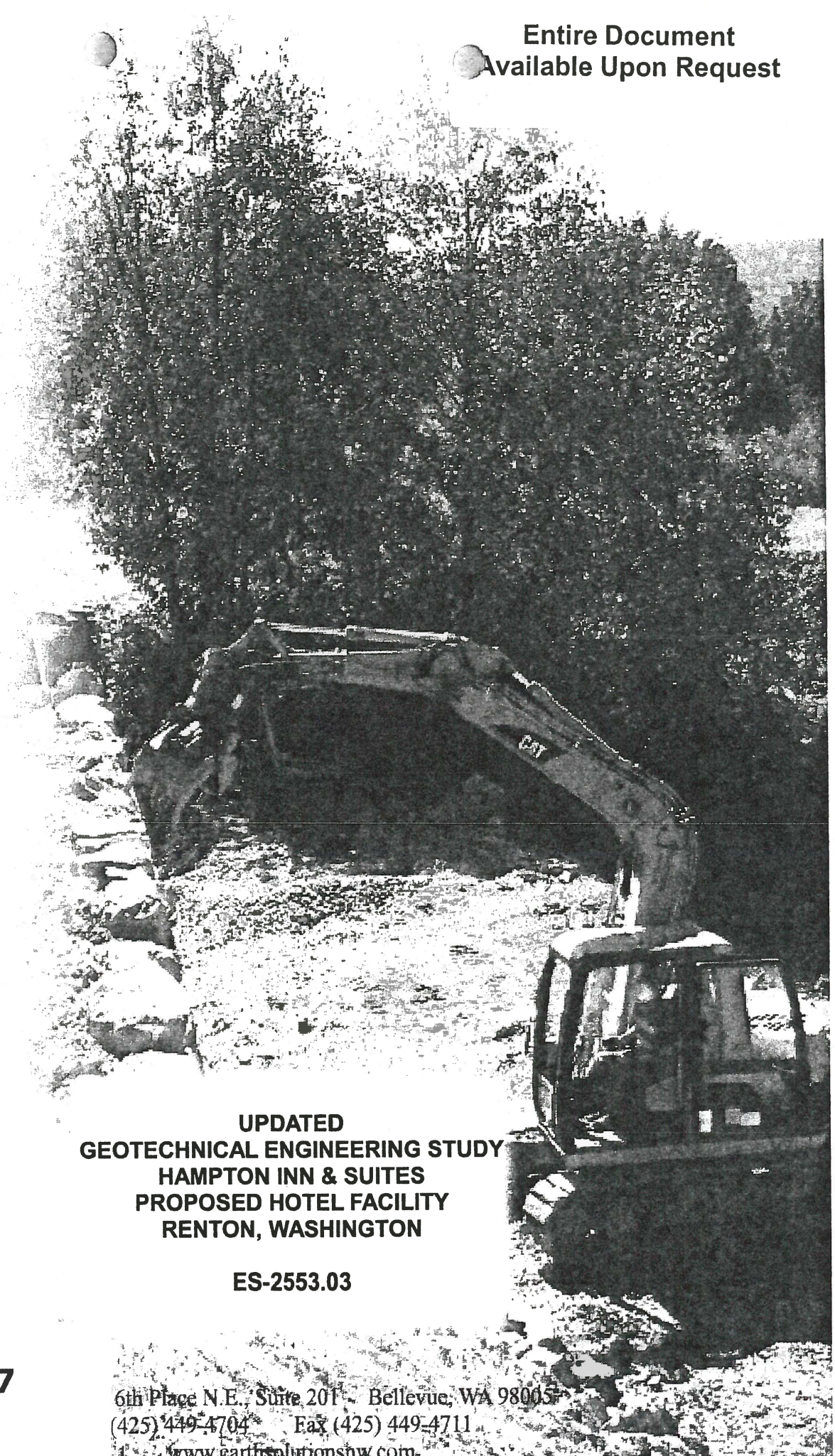
P.O. Box 1478 • Everett, WA 98206 • P: 425.303.9363
F: 425.303.9362 • info@insightengineering.net

12-22-14

EXHIBIT 6



Geotechnical Engineering
Geology
Environmental Scientists
Construction Monitoring



**UPDATED
GEOTECHNICAL ENGINEERING STUDY
HAMPTON INN & SUITES
PROPOSED HOTEL FACILITY
RENTON, WASHINGTON**

ES-2553.03

EXHIBIT 7

6th Place N.E., Suite 201 - Bellevue, WA 98005
(425) 449-4704 Fax (425) 449-4711
www.earth-solutionsnw.com



Gibson Traffic Consultants, Inc.
2802 Wetmore Avenue
Suite 220
Everett, WA 98201
425.339.8266

Renton Hotel Traffic Impact Analysis

Jurisdiction: City of Renton

June 2014

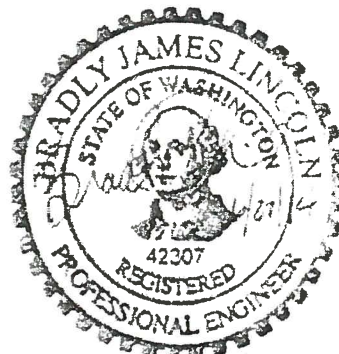


EXHIBIT 8



DRAFT Peer Review Report

For

Renton Hotel (aka Renton Hampton Hotel) - Traffic Impact Analysis: Jurisdiction: City of Renton: July 2014

Overview

The City of Renton has retained Perteet, Inc. to conduct a peer review of the Traffic Impact Analysis (TIA) of the proposed construction of a new hotel, referenced in the TIA as the "Renton Hotel," and otherwise identified as "Renton Hampton Hotel." Perteet has reviewed the TIA, visited the project area, and reviewed available area traffic operations data. This DRAFT Report is an initial identification of issues, intended to better focus the development of a Final Peer Review Report.

At the time of this DRAFT Report, Perteet has not yet met with city staff to discuss findings or assumptions contained in this draft peer review report. To produce a final report and recommendations, Perteet will meet with the City and resolve some initial review concerns with the TIA, detailed within the DRAFT report comments below. There are some missing aspects of the TIA relative to the city's TIA Policy Guidelines which might be excused with staff sanction, or otherwise require significant changes to the TIA. Concerns include:

- The area of project impact
- The time frames of impact analysis
- The necessity of additional traffic operational data (i.e.: accident data, AM peak data, non-motorized facility plans)
- Trip distribution
- Identification of the appropriate pipeline development project aspects
- Roadway network facility assumptions at study time scenarios

This DRAFT report organizes comments in a format following the sections of the City of Renton "Policy Guidelines for Traffic Impact Analysis for New Development" (attached).

Comment 1: A TIA for the "Renton Hotel (aka Renton Hampton Hotel)" is warranted

Policy guidelines identify that a TIA is required when generation exceeds 20 vehicles in either AM or PM peak (or 200 ADT). A TIA is warranted per City policy as the proposed development would generate 66 new AM peak hour trips, 75 new PM peak hour trips, and a daily trip generation of 1,021 trips per the draft TIA. The TIA utilizes methodology in accordance with the 2010 Highway Capacity Manual, the ITE Trip Generation Manual, 9th Edition, and with LOS analysis utilizing Synchro 8 software - satisfying the City's requirement to use a commonly accepted method. The TIA also satisfies the policy that a registered professional engineer with adequate experience prepares the TIA for the developer.

M. Christ 1083 Lake Washington Blvd. N Suite 50 Renton WA 98056

Dear Rocale:

I have just reviewed the traffic study as provided by the applicant – the Renton Hotel being considered at (Hampton Inn) 1300 Lake Washington Blvd. N. The date of the traffic Impact Analysis is October 2013 by Gibson Traffic Consultants, Inc.

The Hampton Inns project must be looked at in a traffic analysis which considers its impact on the entire area. The traffic study analysis only looked at two intersections: the intersection at Lake Washington Blvd. N and the Southport /Gene Coulon Park entrance, which is being funded by Southport; and the entrance to the subject site. The study area and study intersections need to be expanded to be consistent with City TIA Guidelines which require LOS evaluation of intersections impacted by 20 or more peak hour trips. The TIA has an insufficient description of existing transportation system in the study area and does not consider summer conditions at the LWB/Houser/Coulon intersection given the proximity and access for Gene Coulon Park and the influence of visitor and boat traffic from Memorial Day to Labor Day.

The applicant's hotel project needs to be understood in terms of its impact on morning and evening peak hour traffic and reflect the impact on visitors, workers and residents which are coming in and out of the surrounding neighborhood, including the Southport site, to make sure affected intersections do not get degraded, and to allow for Southport operations to run smoothly. The Southport EIS transportation analysis and subsequent traffic studies for the area were required to include the factors discussed above; the Hampton Inns project should be held to the same standard.

Two nearby intersections not included in the applicant's traffic study are perfect examples of why the scope of the study should be expanded. According to the Dec 2014 staff presentation to the city council, the intersection at 44th and Lake Washington Blvd N. will be of issue, yet it was not part of the Hampton Inns analysis. In addition the potential two-way conversion of Houser Way currently is in the city's 6-Year TIP, so the intersection at Houser Way, Gene Coulon Park/Southport and Lake Washington Blvd should be analyzed. It is immediately adjacent to the subject site and is an important aspect of circulation in this area. The Stoneway concrete plant on Houser had certain conditions which enabled it to be placed near this proposed hotel. The impact/influence of other projects identified in the TIP also should be included in the analysis.

The Lake Washington Blvd N and the Southport/Gene Coulon Park entrance intersection is being improved as part of the final phase of Southport, yet the traffic study for the Hampton Inns did not adequately address the impact of the applicant's hotel development on this intersection – 100% of all the cars arriving at the applicant's hotel site both from the north and the south will be utilizing Lake Washington Blvd N.

The traffic analysis also must include projects planned and in various stages of permitting to be realistic and valid. The study looked at Southport "to be built" or "not built" alternatives; in fact Southport has been under construction and development since 2001, with two phases of multifamily housing completed, a hotel under construction since October 2014, the office site actively proceeding, and many of the utilities and road improvements under construction or completed. The traffic study should include full buildout of Southport as an approved pipeline project. The traffic analysis must also look at the effect of this proposal on Southport's queuing at intersections within its traffic models. Other approved pipeline developments such

as Hawks Landing and Port Quendall need to be included in the background traffic conditions. The future redevelopment of the Puget Power site also should be included in the analysis.

The city needs to make sure that the project will not create unacceptable delays on area streets and intersections, and if it does, that adequate mitigations are required. Southport is spending what will be millions of dollars towards the traffic improvements on Lake Washington Blvd N. and the entrance to Gene Coulon Park to both allow for the full build out of Southport and to improve the overall traffic circulation in this area. Southport's offsite traffic mitigations were predicated on a full 10 intersection study which allows for a tolerable access and egress movement for the full build out. Other projects also should be required to study their impacts on the overall traffic circulation in the area and mitigate their impacts.

Finally, the applicant is seeking a modification of the city's parking standards to reduce the number of parking spaces required for a hotel. If approved, the reduction will create a burden on Gene Coulon Park and other properties in the area. The Park is absolutely full during the summer, which coexists with the peak hotel demand period. There is no other use within the site to provide shared parking and there currently is no public transportation near the site. In short, automobiles will be the means by which hotel guests and employees arrive and depart the hotel.

The property owners to the North on Lake Washington Blvd are the most expensive in the Renton market, and those residents pay some of the highest property taxes on residential homes in Renton. When Southport was planned we reached out to that community to achieve an end result that was desirable and acceptable.

The Hampton Inns traffic study should be rejected and a traffic study prepared that meets the same requirements imposed on other traffic studies for this area in order to protect citizens' use of Gene Coulon Park, minimize impacts on area residents, and assure that the city's overall transportation system functions properly.

Sincerely,

Michael Christ

MEMORANDUM

To: Rocale Timmons, City of Renton
From: Brad Lincoln, PE *BL*
Subject: Legacy Renton (Hampton Inn) – Comment Response
Date: March 2, 2015
Project: GTC #12-163

Gibson Traffic Consultants, Inc. (GTC) has been retained to provide a response to comment regarding the Legacy Renton (Hampton Inn) traffic impact analysis by Michael Christ. The background of the traffic analysis for the development and responses to Mr. Christ's comments are included in this memorandum.

1. Background

The initial traffic impact analysis was completed in October 2013 and a revised report, based on comments by City of Renton staff, was completed in December 2013. Subsequently, a peer review was performed by Pertee, Inc. on a revised report dated June 2014.

The peer review found that the analysis included in the June 2014 analysis adequately satisfied the requirements outlined in the City of Renton "Policy Guidelines for Traffic Impact Analysis for new Development." The peer review did identify that pedestrian facilities should be provided between the site and the Lake Washington Boulevard at Coulon Beach/Houser Way intersection.

2. Comment Response

The traffic analysis completed for the Legacy Renton (Hampton Inn) development was initially scoped with City of Renton staff to determine the intersections that would be analyzed, the timeframe for analysis and the pipeline developments to be included. During this process it was determined that the following intersections would be analyzed:

1. Lake Washington Boulevard at Coulon Beach/Houser Way
2. Lake Washington Boulevard at Site Access

These intersections were analyzed since they are the only ones that were anticipated to meet the threshold of the development trips representing 5% of the total intersection volume. The weekday PM peak-hour was identified for the analysis since this is when the development generated the highest number of trips. Intersections north of the site are anticipated to be impacted with less than 5 total PM peak-hour trips and intersections south of Lake Washington Boulevard at Coulon Beach/Houser Way are not anticipated to meet the 5% threshold of total intersection volume.

The following developments were included as pipeline trips:

- Southport Development
- Hawk's Landing
- Quendall Terminals

The analysis was performed based on data collected in August 2013, which represents the summer conditions. The analysis was performed without and with additional development in the Southport area since it was not known at that time if the Legacy Renton (Hampton Inn) development would occur before or after additional development in the Southport area. The analysis showed that the development would not cause either of the study intersections to operate at an unacceptable level.

The peer review included a thorough review of the traffic impact analysis and found that the analysis sufficiently identifies the impacts of the Legacy Renton (Hampton Inn) development and meets the requirements of the City of Renton.

Additionally, a parking study was performed for the development. The parking analysis was performed using standard Institute of Transportation Engineers (ITE) data. The analysis shows that the proposed supply of 1 parking space per room is approximately 57% higher than what is anticipated using the ITE data. The proposed parking supply is therefore anticipated to sufficiently serve the development.

3. Conclusion

The majority of the comments included in Mr. Christ's comments were addressed in the traffic impact analysis and were subsequently evaluated as part of the peer review. The City of Renton and peer review identified that the traffic analysis for the Legacy Renton (Hampton Inn) development is appropriate and that additional analysis is not required. The comments include a comparison of the analysis for the Southport development and the Legacy Renton (Hampton Inn) developments. This is not appropriate since the analysis included in the Southport EIS is for a development generating more than 10-times as many trips as the Legacy Renton (Hampton Inn) development. The analysis for the Legacy Renton (Hampton Inn) report will therefore be much smaller in scope than the analysis completed for the Southport development.


DEPARTMENT OF COMMUNITY
AND ECONOMIC DEVELOPMENT



M E M O R A N D U M

DATE: March 31, 2015

TO: Rocale Timmons, Senior Planner

FROM: Steve Lee, Development Engineering Manager 

SUBJECT: Traffic Concurrency Test – Renton Hampton Inn & Suites;
File No. LUA14-000061, SA-M, SA-H, ECF, MOD, MOD, VA-A

The Renton Hampton Inn & Suites Project (herein referred to as Hampton Inn) seeks to construct a 105 guest room hotel and structured parking area. The parcel is located on 1.26 acres is generally located west of Interstate 405 on the east side of Lake Washington Blvd N just north of Houser Way N at 1300 Lake Washington Blvd. The total square footage of the proposed building would be approximately 108,000 square feet (including the parking garage square footage) and with a height of 58 feet and 0 inches.

The Traffic Analysis prepared by Gibson Traffic Consultants, Inc. (dated June 2014) included information that the net new peak hour trips generated by the project will be 66 in the weekday AM peak hour and 75 net new trips in the PM peak hour with a total of 1,024 net new daily trips. This project passes the City of Renton Traffic Concurrency Test per RMC 4-6-070.D as follows:

Traffic Concurrency Test Criteria	Pass
Implementation of citywide Transportation Plan	Yes
Within allowed growth levels	Yes
Project subject to transportation mitigation or impact fees	Yes
Site specific street improvements to be completed by project	Yes
Traffic Concurrency Test Passes	



March 18, 2015

Community & Economic Development Department
C.E. "Chip" Vincent, Administrator

Washington State
Department of Ecology
Environmental Review Section
PO Box 47703
Olympia, WA 98504-7703

Subject: ENVIRONMENTAL (SEPA) THRESHOLD DETERMINATION

Transmitted herewith is a copy of the Environmental Determination for the following project reviewed by the Environmental Review Committee (ERC) on March 16, 2015:

SEPA DETERMINATION: Determination of Non-Significance Mitigated (DNSM)
PROJECT NAME: Renton Hampton Inn & Suites
PROJECT NUMBER: LUA14-000061, ECF, SA-H, MOD, MOD, VA-H

Appeals of the environmental determination must be filed in writing on or before 5:00 p.m. on April 3, 2015, together with the required fee with: Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. Appeals to the Examiner are governed by RMC 4-8-110 and information regarding the appeal process may be obtained from the City Clerk's Office, (425) 430-6510.

Please refer to the enclosed Notice of Environmental Determination for complete details. If you have questions, please call me at (425) 430-7219.

For the Environmental Review Committee,

A handwritten signature in cursive script that reads "Rocale Timmons".

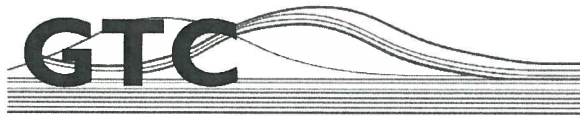
Rocale Timmons
Senior Planner

Enclosure

cc: King County Wastewater Treatment Division
Boyd Powers, Department of Natural Resources
Karen Walter, Fisheries, Muckleshoot Indian Tribe
Melissa Calvert, Muckleshoot Cultural Resources Program
Gretchen Kaehler, Office of Archaeology & Historic Preservation

Ramin Pazooki, WSDOT, NW Region
Larry Fisher, WDFW
Duwamish Tribal Office
US Army Corp. of Engineers

EXHIBIT 13



Gibson Traffic Consultants
2802 Wetmore Avenue
Suite 220
Everett, WA 98201
425.339.8266

Renton Hotel Parking Analysis

November 2014

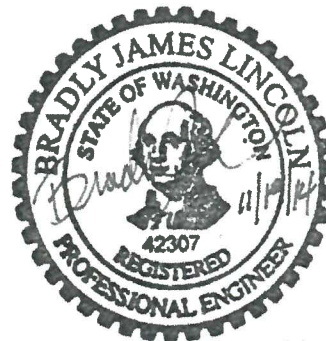


EXHIBIT 14

CLARK
Design Group PLLC
169 Western Avenue W
Seattle, Washington 98119
T 206/7824268 F 206/7827818

CLARK
Design Group PLLC
169 Western Avenue W
Seattle, Washington 98119
T: 206/7824250 F: 206/7827818

5024



DATE:	XX/XX/XXXX
WIN BY:	LN, AG
OB NO.	14-24
PD NO.	XXXXXXXX
UUP NO.	XXXXXXXX

DATE PLAN REVIEW: 12/22/14
ISSUANCE 12/22/14

**NORTH &
WEST
ELEVATIONS**

LIFT NO.

A2.1



EXHIBIT 15

**Entire Document
Available Upon Request**

January 16, 2014
ES-2553.03



Earth Solutions NW LLC

- Geotechnical Engineering
- Construction Monitoring
- Environmental Sciences

Legacy Renton
8809 Scarlet Knight Northeast
Albuquerque, New Mexico 87122

Attention: Mr. Faizel Kassam

**Subject: Request For Exception
Existing Slopes
Proposed Hampton Inn Suites
Renton, Washington**

Reference: Aerial Photographs (1961, 1967, and 1970)
Resource Mapping Section Review Comments
Department of Natural Resources

Earth Solutions NW, LLC
Geotechnical Engineering Study
ES-2553.01, dated November 12, 2013

RECEIVED

JAN 17 2014

CITY OF RENTON
PLANNING DIVISION

Dear Mr. Kassam:

In accordance with your request, Earth Solutions NW, LLC (ESNW) has prepared this letter and assessment of existing slope areas throughout the subject property. The primary objective of our review was to assist in the determination of an exception through modification with respect to existing steep slope areas and proposed development activities. ESNW previously prepared the referenced geotechnical engineering study for the proposed hotel development. The approximate location of the subject property is depicted on the attached Vicinity Map (Plate 1). As depicted on the attached topographic survey, the easterly portions of the site contain areas of steep slope. Based on review of aerial photographs, grading activities and related site disturbance have occurred historically throughout the site and surrounding area. Aerial photographs of the site and surrounding area (1961, 1967, and 1970) are provided as attachments to this letter. The image from each aerial photo was also enlarged to provide greater detail. A description of each photograph is provided below.

1961 Aerial Photo (Plates 2 and 2A) – The subject site and surrounding area is almost entirely cleared. The enlarged image (Plate 2A) depicts a series of road cuts and building structures. Excavations throughout the central portions of the property also appear to have occurred.

1967 Aerial Photo (Plates 3 and 3A) – Interstate 405 and grading associated with the southbound off ramp (Exit 5) are depicted in the photo. The site is cleared and road cuts are evident. A retaining wall (likely associated with the I-405 construction) is also depicted in the photo. At present, this retaining wall still exists on the property.

EXHIBIT 16

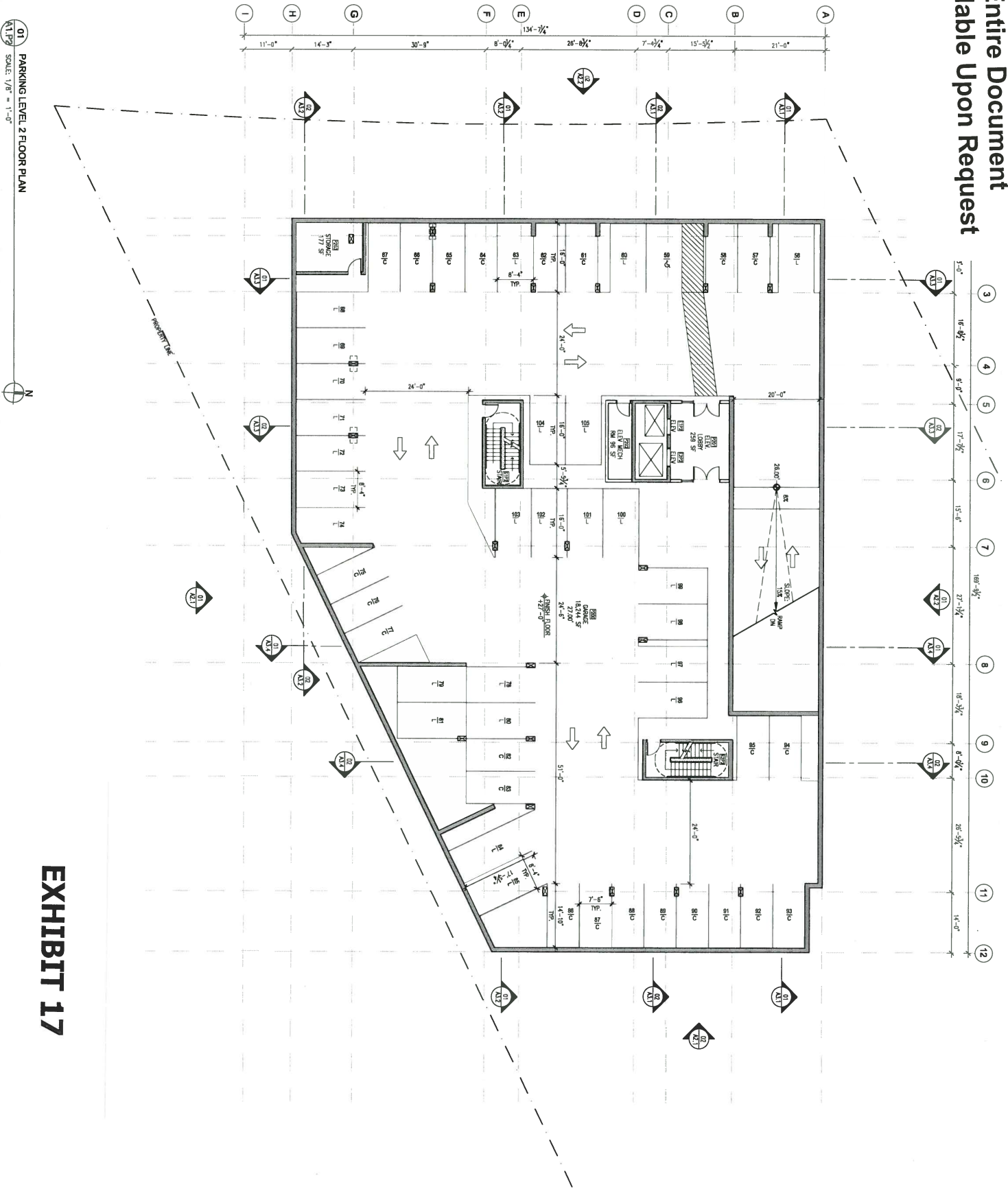


EXHIBIT 17

01 PARKING LEVEL 2 FLOOR PLAN
SCALE: 1/8" = 1'-0"